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STATE OF NEW YORK

DEPARTMENT OF PUBLIC SERVICE
METROPOLITAN DIVISION
TRANSIT COMMISSION

TENTH ANNUAL REPORT

For the Calendar Year 1930

WILLIAM G. FULLEN, Chairman

LEON G. GODLEY
Commissioner

CHARLES C. LOCKWOOD
Commissioner

GEORGE H. STOVER, Counsel

JAMES B. WALKER, Secretary



ALBANY
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1931

TABLE OF CONTENTS

PART I

	PAGE
General	7

PART II

Statistics of Operating Companies.....	75
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STATE OF NEW YORK

METROPOLITAN DIVISION—DEPARTMENT OF PUBLIC SERVICE

(Transit Commission)

NEW YORK, *February 15, 1931*

TO HON. FRANKLIN D. ROOSEVELT,

Governor of the State of New York;

THE LEGISLATURE OF THE STATE OF NEW YORK; and

HON. MILO R. MALTBIE,

*Chairman, Department of Public Service,
State Division.*

SIRS:

In conformity with the provisions of Section 17 of Article 1 of Chapter 343 of the Laws of 1926 as amended, being the State Departments Act, the Metropolitan Division, Department of Public Service—Transit Commission—hereby submits to you its annual report for the calendar year 1930.

Respectfully submitted,

WILLIAM G. FULLEN,

Chairman

LEON G. GODLEY,

CHARLES C. LOCKWOOD,

Commissioners

FOREWORD

In presenting this, its tenth annual report, the Transit Commission has endeavored to give a complete but brief account of its accomplishments and activities during the calendar year 1930.

For the purposes of brevity, particularly pertinent facts have been summarized to form the first chapter of the report. The remaining pages are given over to a more detailed recitation of what has been accomplished.

The duties with which the Transit Commission is charged are varied. Chief among these are increases in service and improvement of transportation facilities—on rapid transit lines, street surface railroads, trunk line systems and bus routes. Of equal importance in the public mind is the elimination of railroad grade crossings. All these matters are considered in this report.

There is continued a description of what has been done in connection with the Plan of Readjustment, or "Unification Plan," to carry out which a mandate was imposed upon the Transit Commission by the Legislature of 1921. For the first time, both private operating companies have been brought into the picture, and a definite plan for unification has been presented by special counsel.

PART I

CHAPTER I

A summary of the accomplishments and activities of the Metropolitan Division, Department of Public Service (Transit Commission), during the year 1930 follows:

PLAN OF READJUSTMENT

On December 29, special counsel presented to the Transit Commission his second supplemental report and a proposed plan for the unification of the rapid transit lines of the City of New York. With it was a proposed bill amending in some respects legislation enacted in 1921 imposing upon the Transit Commission the obligation to effect a plan of readjustment (popularly referred to as "Unification") of the rapid transit facilities in the City of New York. During the 1930 session (as in 1928 and 1929) a similar bill was presented to the Legislature and a hearing held but the measure was left in committee. Throughout the year, conferences were held for the Transit Commission with representatives of the rapid transit corporations (Interborough Rapid Transit Company and New York Rapid Transit Corporation) which led to the report of special counsel. A change in the directorship of the Interborough Company enabled that corporation to participate in the unification conferences for the first time. The proposed bill had been submitted to the 1931 Legislature prior to the completion of this report. A hearing on it has been set for March 5, 1931.

FIVE-CENT FARE

Following the decision of the U. S. Supreme Court in January, 1929, in *Gilchrist v. Interborough Rapid Transit Company*, the Commission pressed actions it had started in the State courts to restrain the Interborough from breaching contracts with the City of New York and charging a proposed fare of seven cents. On February 28, 1930, Mr. Justice Ingraham upheld the contentions of the Commission's counsel. An appeal from this judgment, taken by the Interborough Company, is now pending before the Appellate Division.

Certiorari proceedings brought by the Interborough to review the Commission's decision denying its application for a ten-cent fare on the Manhattan Elevated lines are also pending.

In the same connection, two other proceedings were instituted by the Commission—to compel the Interborough to provide 289 additional steel cars and to lengthen station platforms.

Rejection by the Commission of schedules for a seven-cent fare filed by the Dry Dock, East Broadway and Battery Railroad Company; the Third Avenue Railway Company and the receivers for the New York and Queens County Railroad Company was upheld by the Appellate Division and the Court of Appeals.

ONE-MAN CARS

Jurisdiction of the Commission over installation of safety devices and operation of one-man cars was upheld by the Appellate Division.

LABOR LAW

Various railroad companies opposed as unconstitutional the so-called Gates-Dunmore Act relating to wages and working hours on railroad grade crossing eliminations. The Transit Commission, together with the Public Service Commission, argued for the act. In January, 1931, as this report was being prepared, a decision was rendered by Supreme Court Justice Staley upholding the constitutionality of the act.

MENDEN CASE

A motion to instruct the Special Master to admit evidence alleging negligence by the former Public Service Commission for the First District in the suit for \$30,000,000 damages against the city based on alleged delays in preparing plans for the construction of the B. M. T. subway was denied in U. S. District Court after argument by the Commission's counsel.

LONG ISLAND RAILROAD

Certiorari proceedings are pending in the company's contest against the order of the Commission to provide 100 new cars.

On April 10, the Interstate Commerce Commission decided to permit the railroad to abandon its Whitestone branch and substitute buses. A rehearing granted on the application of the Transit Commission brought about a modified order. At the same time, the Chairman and two Commissioners of the I. C. C. dissented from the majority opinion, on the ground that it lacked jurisdiction.

On March 18, the I. C. C. sustained the Commission's contention that the rental proposed to be paid by the Long Island for track-age rights in Pennsylvania station was excessive. On December 26, the companies informed the Commission they were submitting a modified contract.

NEW YORK, WESTCHESTER AND BOSTON

On July 28, 1930, without previous notice either to this or the Public Service Commission the New York, Westchester and Boston Railroad cut its non-rush hour service in half. The two Commissions on their own initiative started hearings and as a result of conferences the railroad restored a portion of the service. The City of New York and several civic associations complained to

this Commission that the service even under the amended schedule did not comply with the railroad's franchise within the City of New York. A hearing was had which resulted in an order requiring the railroad to comply with its franchise requirements as to service. On December 23, the Commission was served with an order to show cause and a petition for certiorari to review its decision. An application to stay the Commission's order was opposed. In January, 1931, Justice Callahan granted a writ of certiorari, with a stay limited to four months.

ACCIDENT REPORTS

The Commission opposed granting a writ of mandamus directing it to produce in a civil action an accident report of a transit company, thus sustaining Section 47 of the Public Service Law. At the close of the year no decision had been rendered.

GRADE CROSSINGS

During the year there were completed 4 eliminations, taking in 13 crossings, at an approximate cost of \$4,779,000; three projects, involving 10 crossings to cost approximately \$4,500,000—Ozone Park, Corona (Borough of Queens) and Bay Street (Staten Island)—were begun, and work was under way on two others, involving 99 crossings, to cost \$36,700,000.

The eliminations completed were Manhattanville, 9 crossings, \$3,000,000; Tompkins Avenue, Staten Island, 1 crossing, \$400,000; Auburndale-Bayside, 2 crossings, \$979,000; Douglaston, 1 crossing, \$400,000.

Aside from the three projects begun during the year, work is under way on the West Side Improvement, involving, aside from railroad and city betterments, 93 crossings to be eliminated at a cost of \$30,700,000, and the Jamaica Elimination, with six crossings to be removed for \$6,000,000. The total cost of the West Side Improvement is estimated at more than \$100,000,000.

Six new streets were completed across railroads, costing \$825,000, and work was begun on four others, to cost \$1,228,000; work is under way on the change of an existing structure across a railroad, cost \$800,000.

Hearings are under way and final orders are expected early in 1931 on three elimination projects—West 171st Street, Far Rockaway and Grant City-New Dorp—involving 20 crossings, removal of which will cost approximately \$5,150,000.

Final orders were made in two elimination projects—Glendale and Grasmere-Dongan Hills—with 13 crossings to cost \$2,595,000.

Final orders were issued on ten new streets across railroads to cost \$961,000.

The Commission adopted an order on its program for 1931 for grade crossing elimination covering 84 crossings to be removed at a total estimated cost of \$27,100,000.

The engineering subcommittee studying the Atlantic Avenue Elimination, embracing 20 crossings, continued active work on

preparation of plans and estimates of cost. Because of involved and complicated problems presented, the task has been difficult, but it is expected the subcommittee's report will be presented to the general committee early in 1931.

Bond issue funds in the amount of \$76,000,000 have been made available for grade crossing eliminations in New York City, against which final orders for the State's 49 per cent share of the cost, amounting to \$30,942,710, have been issued. The Commission's 1930 program will require an additional \$2,763,600 for the State's share and another \$8,976,800 will be needed for the Atlantic Avenue Improvement. The 1931 program anticipates the need of \$13,279,000 as the State's part of the cost.

All the railroad companies involved in grade crossing eliminations have indicated they will require State aid for their 50 per cent share of the cost. Thus, they will need \$50,420,500. Therefore, an additional bond issue appropriation of \$30,420,500 will be required.

GENERAL SERVICE IMPROVEMENTS

INTERBOROUGH RAPID TRANSIT COMPANY

Subway Division

Despite shortage of equipment on the subway lines of the Interborough company and the company's continued legal opposition to the purchase of needed additional cars, many improvements in service have been made under the direction of the Commission through speeding up operation at maximum load points and the use of a specially trained platform force.

The effectiveness of these improvements is clearly demonstrated in a comparison of figures showing the average number of trains operated in a rush hour past Grand Central and Times Square stations during the months of December, 1929, and December, 1930. The figures:

Times Square—1929, 28.6 express, 26.7 locals; 1930, 30.2 express, 27.8 locals; increase, 1.6 express, or 5.5 per cent; 1.1 local, or 4.1 per cent.

Grand Central—1929, 26.8 express, 26.3 locals; 1930, 28.1 express, 28.2 locals; increase, 1.3 express, or 4.8 per cent; 1.9 locals, or 7.2 per cent.

The importance of these increases in service, despite the lack of greatly needed additional equipment, is more vividly shown when the continuous growth of subway traffic is considered. For the fiscal year ended June 30, 1930, Interborough traffic totalled 986,672,286 passengers, an increase of 54,225,483 over the previous year. Of the total increase, Grand Central station contributed 4,560,220 passengers and Times Square, 2,159,348.

Among other improvements effected by the Commission in service on the subway division of the Interborough were the following:

Lexington-4th Avenue Line—In the local service, shuttle trains operating between Pelham Bay Park and 125th Street lengthened from 2 to 3 ears between 12:45 and 2 A. M.

Intervals between trains east of Hunts Point reduced in midday from 14 to 10½ minutes and after the evening rush hours from 14 to 10 minutes.

Additional trains sent out of Pelham Bay Park resulted in shortening intervals between trains and provided for seven more trains operating through Grand Central.

In the express service, trains were added in similar manner and reductions made in the intervals between trains.

Broadway-7th Avenue Line—In the express service, intervals were reduced and additions likewise made. Outstanding was the increase in Brooklyn service between 11 P. M. Saturday and 3 A. M. Sunday by the addition of five 10-car trains and eight 5-car trains to the southbound schedules.

Queensborough Line—Between 10:32 A. M. and 5:52 P. M. trains leaving Main Street, Flushing, were lengthened from 6 to 8 ears.

Elevated Division

Second Avenue—On the Queensboro division, service from Willets Point was increased from 16 to 17 trains between 7 and 9 A. M. west bound and from 13 to 15 trains from 3 to 5 P. M. Astoria trains were lengthened from 3 to 5 ears between 1:57 and 2:42 P. M.

Sixth and Ninth Avenues—Local and express schedules rearranged to provide two additional express trains between 5:30 and 7 P. M. Intervals in 9th Avenue express service reduced, providing an additional train out of Fordham road between 8:10 and 8:30 A. M. and three additional 7-car trains out of Reector Street between 1:35 and 3 P. M. Saturdays.

Stations and Equipment

Among general improvements, notable is the installation of "sileneers" on turnstiles. First installation, for a trial period, was made at Grand Central Station. The abatement of noise was so successful that "sileneers" were placed on the entire battery of turnstiles in that station. The company is extending installation to all turnstiles in use on its system.

NEW YORK RAPID TRANSIT CORPORATION

Similar improvements in service and equipment were effected on the N. Y. R. T. Among the more important were these:

Sea Beach—Four eastbound trains increased from 4 to 5 ears and four others increased from 6 to 8 ears.

Two additional 6-car trains placed in service.

West End—Nine eastbound trains increased from 6 to 7 ears.

Three additional trains placed in service.

Brighton—Saturday express service extended.

Four eastbound trains increased from 3 to 6 cars and two others from 6 to 8 cars.

One additional eastbound train placed in operation.

Fourth Avenue—Five westbound and six eastbound trains increased from 3 to 4 cars.

14th Street-Eastern—Train intervals reduced and two additional westbound trains operated.

Broadway-Brooklyn Elevated—Increase from 3 to 6 cars on eastbound rush-hour Metropolitan Avenue trains.

Two westbound and three eastbound Jamaica trains increased from 6 to 7 cars.

Myrtle Avenue—Six eastbound, four westbound trains increased from 3 to 4 cars.

Queens—Fifteen east and westbound trains increased from 3 to 4 cars.

Three trains increased from 6 to 7 cars.

These improvements represent an increase of approximately 4,000 car miles daily or 1,360,000 car miles annually on the New York Rapid Transit.

Stations and Equipment

Additional stairways and escalators were provided at various stations and two station platforms lengthened.

Experiments are being made with various types of "silencers" for the turnstiles, trial installations having been made at the Pacific Street station.

LONG ISLAND RAILROAD

A variety of improvements were effected in service on the Long Island Railroad Company's lines. During the last six months of the year, the company purchased and placed in operation 85 additional cars, with others to follow by direction of the Commission.

Additional train stops were ordered for several stations and an extension of service on the summer schedule effected.

SURFACE CARS AND BUSES

Close supervision was kept of the operations of the surface car and bus lines in all boroughs, with general improvements noted.

As the result of hearings by the Commission, the Surface Transportation Company, operating buses in The Bronx, extended service and made shop changes to effect more sanitary and smoother operation.

CHAPTER II

READJUSTMENT OF TRANSIT FACILITIES IN THE CITY OF NEW YORK

The Legislature, by Chapter 134 of the Laws of 1921, added an article to the Public Service Commission Law which imposed, and continues to impose, upon the Transit Commission the obligation of effecting a plan of readjustment (popularly called "Unification") of all transit facilities in the City of New York.

In 1928 and 1929, this Commission presented to the Legislature a proposed bill amending in certain respects the mandate of 1921 so as to establish a legal basis for the approval and execution of a plan of readjustment. On neither occasion was the bill brought to a vote.

In 1930, the Commission again presented a bill, similar in form to those of the two previous years. At a public hearing on the proposed measure, it was supported strongly not only by the members of the Commission, who explained the reasons for its introduction, but also by the representatives of the city, including His Honor, Mayor James J. Walker. The measure was in committee and just before the close of the session an effort was made to bring it to the floor of the Senate. This attempt was defeated and the proposed bill was left in committee.

At the public hearing, representatives of the New York Rapid Transit Corporation, who had been participating in conferences leading up to the submission of the bill, spoke in support of it. Opposition was voiced by the Interborough Rapid Transit Company, which had declined to take part in any of the so-called unification conferences.

However, since the close of the 1930 session of the Legislature, a change has been effected in the control of the Interborough Company. With the selection of Mr. Gerhard M. Dahl as chairman of the board, a position he also occupies with the Brooklyn-Manhattan Transit Corporation, the Interborough for the first time participated in the unification proceedings.

As a result, whereas only one company—the New York Rapid Transit Corporation (subsidiary of the Brooklyn-Manhattan) had been in the unification picture, now both rapid transit companies whose lines would be affected by the proposed readjustment are participating. With this new set-up, special counsel, Mr. Samuel Untermeyer, held conferences with representatives of the City and of the companies from time to time looking to the establishment of a basis for unification and the procurement of legislation deemed desirable to facilitate the adoption of a final plan.

On December 29, 1930, special counsel completed a second supplemental report accompanying proposed legislation and a proposed plan of unification. This report supplemented two others previously submitted, one on September 30, 1927, and the other

on July 12, 1928. This proposed plan has not yet been passed upon by the Commission.

As to the proposed plan, it is in many respects similar in its main features to the one outlined in the 1928 report, except that it contains "the financial scheme that had not then been worked out and that the alternative provisions for charging into the City budget any deficits in operation or of increasing the fare have been found unnecessary and have accordingly been omitted." The five-cent fare is the basic inflexible rate of fare under the plan. The plan, as before, calls for the creation of a public corporation, a Board of Transit Control, to take over the rapid transit lines and operate them.

It is to permit the creation of this corporation, with power to acquire the properties of the rapid transit companies, that the proposed legislation is sought. Accordingly, special counsel prepared for presentation to the Legislature for the fourth consecutive time a bill to establish a legal basis for the approval and execution of the proposed plan. The measure (Senate Introductory 12; Assembly Introductory 1) was introduced at the first session of both houses of the 1931 Legislature and, before the completion of this report, a public hearing had been set by joint legislative committees for March 5, 1931.

CHAPTER III

WORK OF THE DEPARTMENTS

LAW DEPARTMENT

During 1930, the Legal Department continued efficiently its task of representing the Commission in all court proceedings and in hearings, participating in conferences and advising the Commission and the various heads of its departments on all matters of a legal nature.

Included among the work of the Legal Department during the year were the following:

I. R. T. LITIGATION

The decision by the United States Court in January, 1929, in *Gilchrist v. Interborough Rapid Transit Company*, 279 U. S. 159, popularly referred to as the "Interborough Five Cent Fare Case," which was decided in favor of the Transit Commission and The City of New York, placed this Commission in a position to proceed with the actions it had started in the courts of the State of New York to restrain the Interborough from breaching its contract for a five-cent fare and to prevent a violation of law in charging the proposed fare of seven cents. On February 28, 1930, Mr. Justice Ingraham upheld the contentions of Counsel for the Commission (136 Misc. 569). An appeal has been taken by the Interborough from this judgment and is now pending before the Appellate Division of the First Department.

The Interborough has brought certiorari proceedings to review the decision of this Commission denying the application for a fare of ten cents on the Manhattan Elevated lines. This matter is now pending.

The Transit Commission has also brought two proceedings to compel the Interborough to provide 289 steel cars and to lengthen the platforms of the Canal Street and Spring Street Stations of the Fourth Avenue-Lexington Avenue Line, as required in orders of the Commission.

In all these matters the Commission was represented by its Special Counsel, the Hon. Samuel Untermyer.

FIVE CENT FARE CASES—SURFACE LINES

The decision of the Transit Commission rejecting the schedules filed by Dry Dock, East Broadway and Battery Railroad Company, the Third Avenue Railway Company, and the Receivers of the property of the New York and Queens County Railway Company, which is subject to the lien of the Steinway mortgage, showing an increase of fare from five to seven cents, was upheld by the Appellate Division of the Supreme Court, First Department, and the Court of Appeals (228 App. Div. 354 and 228 App. Div. 763, affirmed 254 N. Y. 305 and 254 N. Y. 316).

SAFETY DEVICES ON ONE-MAN CARS

The Appellate Division for the First Department upheld the power of the Transit Commission to order, after a hearing, that street railways under its jurisdiction install safety devices and to regulate their operation, but held that the Third Avenue Railway Company was not given a full hearing on the subject matter of the order (*Matter of Third Avenue Railway Company*, 227 App. Div. 568). Accordingly, the Commission held a subsequent hearing on the subject and adopted an order substantially similar to the original order. The Second Avenue Railroad Corporation and New York Railways Corporation have contested the present order; the certiorari proceedings are pending in the Appellate Division of the Supreme Court, First Department.

GATES-DUNMORE ACT

The Long Island Railroad Company, the Pennsylvania Railroad Company, The New York Central Railroad Company, The New York, New Haven & Hartford Railroad Company and The Staten Island Rapid Transit Railway Company brought actions against the Transit Commission, together with the Public Service Commission, the Department of Labor and other State bodies, to enjoin the enforcement of Article 8-A of the Labor Law, commonly referred to as the Gates-Dunmore Act, relating to wages and hours of labor in connection with work on railroad grade crossings, on the ground that such act is unconstitutional. There are now pending before the Supreme Court of Albany County motions by plaintiffs for preliminary injunctions and also motions by the defendants for judgment on the pleadings, dismissing the complaints.*

REMOVAL OF GAS MAINS FOR GRADE CROSSING ELIMINATION

The New York and Queens Gas Company refused to relocate its gas pipes in connection with the elimination of the crossing at grade of the tracks of The Long Island Railroad Company at Bell Avenue, Bayside, unless the cost of making the change was either paid or guaranteed to it. The Transit Commission obtained at Special Term an order of mandamus directing the Gas Company to remove and alter the gas main but the Appellate Division of the Second Department reversed the order. The Court of Appeals sustained the contentions of the Commission, reversed the order of the Appellate Division and affirmed that of the Special Term.

* On January 3, 1931, the Supreme Court of Albany County in an opinion by Hon. Justice Ellis J. Staley ruled that the complaints state a cause of action, denied the motion of the defendants for judgment on the pleadings and directed that orders may be entered enjoining and restraining defendants from enforcing compliance by the plaintiffs with any of the provisions of Article 8-A of the Labor Law in connection with work for elimination of grade crossings so far as such provisions may be applicable to employees of plaintiffs who are subject to and under the operation of the provisions and agreements thereunder of the Hours of Service Act and the Railway Labor Act enacted by the Congress of the United States.

MENDEN CASE

The United States District Court in an opinion by Hon. Justice Mack denied the motion of Counsel for the plaintiff in the case of *Menden v. The City of New York, the Transit Commission, et al.*, an action for damages in the amount of \$30,000,000 against the City based on alleged delays in the preparation of plans for the construction of B. M. T. subways, for instructions to the Special Master to admit evidence offered by the plaintiff intended to prove failure of due diligence on the part of the Public Service Commission for the First District on the ground that the City was not liable for its negligence, if any. While this is an interlocutory ruling in the case, yet no further testimony has been taken before the Special Master and the matter has lain dormant since the decision in favor of the defendants' contention.

L. I. R. R. CO. SERVICE

The Long Island Railroad Company has contested the order of the Commission in Case No. 2985 directing it *inter alia* to provide 100 new multiple unit passenger cars. This certiorari proceeding is now pending.

WHITESTONE ABANDONMENT

The Interstate Commerce Commission on April 10, 1930, decided that the present and future convenience and necessity permit the abandonment by the Long Island Railroad Company of that portion of its Whitestone Branch extending from Flushing to its terminus at Whitestone Landing, about 4.1 miles, but provided that coincident with said abandonment the Railroad Company, if it may legally do so, shall establish adequate bus service at all stations on the Branch to be abandoned and truck service for less than carload freight at College Point and Whitestone, such bus and truck service to continue in operation until such time as the area served shall have been afforded adequate service by other instrumentalities.

The Transit Commission petitioned the Interstate Commerce Commission for a rehearing, which was granted, and after further argument, the Interstate Commerce Commission, with its Chairman and two other Commissioners dissenting on the ground that the Interstate Commerce Commission was lacking in jurisdiction, modified its former holding by requiring the Railroad Company to submit a proposal for the bus and truck service in place of the train service to be abandoned, to the local authorities within sixty days from the service of the report of the Interstate Commerce Commission.

LONG ISLAND RENTAL

The Interstate Commerce Commission on March 18, 1930, dismissed the application of the Pennsylvania Railroad Company and The Long Island Railroad Company seeking to increase the rent paid by the Long Island Railroad for its trackage rights in the Pennsylvania Station. The contentions of the Transit Commission

that the terms of the agreement between the Railroad Companies were not just and reasonable were sustained.

The railroad companies on December 26, 1930, served the Transit Commission with a copy of a petition submitting to the Interstate Commerce Commission a modified contract covering the same matter.

NEW YORK, WESTCHESTER AND BOSTON SERVICE

On December 23, 1930, the Commission was served with a copy of order to show cause, petition for order of certiorari and affidavits by the New York, Westchester & Boston Railway Company to review the order of the Commission directing the Railroad Company to comply with the provisions of the franchise granted by the City of New York requiring that "the railway company shall operate a train schedule on the main line of at least sixty (60) trains in either direction daily, stopping at all of the stations within the City limits, and at no time either day or night shall there be a greater headway between such trains than thirty (30) minutes * * *."

The Transit Commission opposed the application of the Railroad Company for a stay against the execution of the Commission's order but on December 31, 1930, the decision of the Court was still pending.*

ACCIDENT REPORT MANDAMUS

The attorneys for one Annie Gavin requested that the Commission allow them to examine and make a copy of the notice of the Interborough Rapid Transit Company concerning an accident which resulted in the death of Mrs. Gavin's husband. The Secretary of the Commission refused their request under Section 47 of the Public Service Law, which provides that such notice "shall not be admitted as evidence or used for any purpose against such common carrier, railroad corporation or street railroad corporation giving such notice in any suit or action for damages growing out of any matter mentioned in said notice." Thereupon an application was made to the Supreme Court of Bronx County for a peremptory writ of mandamus directing the Transit Commission to grant the petitioner the right to examine and make a copy of such notice. The question was argued on December 15, 1930, the Transit Commission opposing the application. At the close of the year no decision had been rendered on the motion.

* On January 3, 1931, Hon. Justice Callahan granted the motion of the New York, Westchester & Boston Railway Company for an order of certiorari, with stay limited to four months and order to be settled.

CHAPTER IV

ENGINEERING DEPARTMENT

In this department of the Commission, under the supervision of the Chief Engineer, are six divisions: Service Bureau, Division of Railroad Engineering, Division of Electrical Engineering, Division of Signal Engineering, Division of Rolling Stock and Accidents and the Division of Valuations and Maintenance.

The Chief Engineer reports on all matters pertaining to engineering and to the safety and adequacy of service. He also makes quarterly determinations of cost construction and equipment under the rapid transit contracts.

The accomplishments of the various engineering divisions during the year are described on the following pages.

DIVISION OF RAILROAD ENGINEERING

This Division of the office of the Chief Engineer covers regulatory duties imposed upon the Transit Commission by provisions of the Railroad Law, New York City Grade-Crossing Elimination Act, the Public Service Law, and the Dual Subway Contract, to wit:

(1) *Grade-Crossing Elimination*—Steam Railroads.

(2) *Dual Subway Operation*—Investigation, reports, and supervision of proposed changes and additions to the present rapid transit lines, involving matters of a civil engineering nature.

(3) *Track Inspection*—Rapid Transit Railroads, Street Surface Railroads, and Steam Railroads.

(4) *Structural Inspection*—Rapid Transit Railroads, Street Surface Railroads, and Steam Railroads.

GRADE-CROSSING ELIMINATION

The year 1913 has been marked by continued activity in grade-crossing elimination work and the carrying of new streets across railroads. The elimination of thirteen grade crossings was completed at a cost of approximately \$4,779,000 and three grade-crossing elimination projects were commenced which will result in the elimination of ten grade crossings, at an estimated cost of approximately \$4,500,000; Case No. 2830, Ozone Park Elimination; Case No. 2899, Corona Elimination; Case No. 2797, Bay Street Elimination. In connection with the Corona Elimination, construction work for carrying two new streets across the railroad was begun; Junction Boulevard and 111th Street.

SUMMARY

	No. of Crossings	Estimated Cost
(1) Construction work was completed on four (4) grade-crossing elimination projects involving 13 grade crossings:		
Case No. 2703—Manhattanville Elim., N. Y. C. R. R.	9	\$3,000,000
Case No. 2812—Tompkins Avenue Elim., S. I. R. T. Ry.	1	400,000
Case No. 2837—Auburndale-Bayside Elim., L. I. R. R.	2	979,000
Case No. 2928—Douglaston Elim., L. I. R. R.	1	400,000
Totals	13	\$4,779,000
(2) Construction work was under way on five (5) grade-crossing elimination projects, involving 109 grade crossings:		
Case No. 2652—Jamaica Elim., L. I. R. R.	6	\$6,000,000
Case No. 2911—West Side Improvement, N. Y. C. R. R.	93	30,700,000
Case No. 2830—Ozone Park Elim., L. I. R. R.	5	2,198,000
Case No. 2899—Corona Elim., L. I. R. R.	4	1,123,000
Case No. 2797—Bay Street Elim., S. I. R. T. Ry....	1	1,192,000
Totals	109	\$41,213,000
(3) Construction work was completed on six (6) new streets across railroads:		
Case No. 2879—Utopia Parkway and Lancaster Ave- nue, L. I. R. R.	2	\$300,000
Case No. 2903—Corporal Kennedy Street, L. I. R. R..	1	100,000
Cases Nos. 2943 and 2946—East 14th Street and Voorhies Ave- nue, N. Y. R. T.	2	275,000
Case No. 2944—Lorraine Avenue, S. I. R. T. Ry...	1	150,000
Totals	6	\$825,000
(4) Construction work was under way on four (4) new streets across railroads:		
Case No. 2253—East 238th Street, N. Y. C. R. R....	1	\$751,000
Case No. 2721—177th Street (Cooper Avenue) L. I. R. R.	1	200,000
Case No. 2922—Junction Boulevard, L. I. R. R.	1	87,000
Case No. 2925—111th Street, L. I. R. R.	1	190,000
Totals	4	\$1,228,000
(5) Construction work was completed on one (1) change of existing structure across the railroad:		
Case No. 2130—Virginia Avenue, S. I. R. T. Ry....	1	\$15,300
(6) Construction work was under way on change of an existing structure at one street across the railroad:		
Case No. 1929—East 241st Street, N. Y. C. R. R....	1	\$800,000
(7) Final accountings, determining allocation of cost, were completed on three (3) projects involving changes in existing structures at four (4) streets across railroads:		
Case No. 2822—Washington and Elton Avenues, N. Y. C. R. R.	2	\$65,200
Case No. 2904—East Tremont Avenue, N. Y. C. R. R.	1	114,900
Case No. 2130—Virginia Avenue, S. I. R. T. Ry....	1	15,300
Totals	4	\$195,400

	No. of Crossings	Estimated Cost
(8) Final accountings, determining allocation of cost, were under way on eight (8) projects involving thirteen (13) grade-crossing eliminations and six (6) new streets across railroads:		
Case No. 2703—Manhattanville Elim., N. Y. C. R. R.	9	\$3,000,000
Case No. 2837—Auburndale-Bayside Elim., L. I. R. R.	2	979,000
Case No. 2879—Utopia Parkway and 192d Street, L. I. R. R.....	2	300,000
Case No. 2903—Corporal Kennedy Street, L. I. R. R.	1	100,000
Case No. 2812—Tompkins Avenue Elim., S. I. R. T. Ry.	1	400,000
Case No. 2944—Lorraine Avenue, S. I. R. T. Ry....	1	150,000
Case No. 2928—Douglaston Elim., L. I. R. R.....	1	400,000
Cases Nos. 2943 and 2946—East 14th Street and Voorhies Avenue, N. Y. R. T.....	2	275,000
Totals	19	\$5,604,000
(9) Preliminary studies were made during 1930 on three (3) grade-crossing elimination projects, involving twenty (20) grade crossings:		
Case No. 3028—West 171st Street Elim., N. Y. C. R. R.	1	\$250,000
Case No. 3021—Far Rockaway Elim., L. I. R. R....	10	3,000,000
Case No. 3014—Grand City-New Dorp Elim., S. I. R. T. Ry.....	9	1,900,000
Totals	20	\$5,150,000
(10) Final Orders were made in two (2) grade-crossing elimination projects, involving thirteen (13) grade crossings:		
Case No. 2977—Glendale Elim., L. I. R. R.....	2	\$850,000
Case No. 2978—Grasmere-Dongan Hills Elim., S. I. R. T. Ry.....	11	1,745,000
Totals	13	\$2,595,000
(11) Preliminary studies were made and final orders issued during 1930 on changes in two (2) existing structures:		
Case No. 2992—Sterling Place, N. Y. R. T.....	1	\$20,000
Case No. 3023—West 184th Street, N. Y. C. R. R....	1	147,600
Totals	2	\$167,600
(12) Preliminary studies were made and final orders issued during 1930 on ten (10) new streets across railroads:		
Case No. 2929—Bronx River Parkway Drive, N. Y. C. R. R.....	1	\$200,000
Case No. 2990—55th (Lewis) Avenue, L. I. R. R....	1	5,000
Case No. 2996—167th Street (27th Street), L. I. R. R.	1	5,000
Case No. 2983—Vulcan Street and Washington Avenue, Southfield Bch. R. R.....	2	1,000
Case No. 2981—Rockaway Parkway, L. I. R. R.....	1	200,000
Case No. 2998—7th Avenue and 37th Street, N. Y. R. T.	2	300,000
Case No. 2997—Jamaica Avenue, Creedmoor Branch, L. I. R. R.....	1	100,000

	No. of Crossings	Estimated Cost
Case No. 3002—Eliot Avenue, L. I. R. R.....	1	150,000
Totals	10	\$961,000
(13) Order adopted covering 1931 program of eliminations involving 84 grade crossings:		
1. Old Southern Div., L. I. R. R.....	9	\$3,000,000
2. Rosedale Elim., L. I. R. R.....	3	2,000,000
3. Laurel Hill Boulevard Elim., L. I. R. R.....	1	500,000
4. Maspeth Elim., L. I. R. R.....	4	2,000,000
5. Long Island City Elim., L. I. R. R.....	4	1,200,000
6. Greenpoint Avenue Elim., L. I. R. R.....	1	200,000
7. Bushwick Branch Elim., L. I. R. R.....	8	2,500,000
8. 5th Street (West Street) Elim., L. I. R. R....	1	500,000
9. Glendale Elim., L. I. R. R.....	4	1,000,000
10. Little Neck Elim., L. I. R. R.....	1	300,000
11. Aqueduct Elim., L. I. R. R.....	3	1,000,000
12. 255th Street (Little Neck Parkway) Elim., L. I. R. R.	1	300,000
13. Oakwood Heights Elim., S. I. R. T. Ry.....	3	500,000
14. Great Kills Elim., S. I. R. T. Ry.....	2	900,000
15. Eltingville Elim., S. I. R. T. Ry.....	3	800,000
16. Annadale Elim., S. I. R. T. Ry.....	1	300,000
17. Huguenot Elim., S. I. R. T. Ry.....	1	300,000
18. Richmond Valley Elim., S. I. R. T. Ry.....	1	500,000
19. Tottenville Elim., S. I. R. T. Ry.....	8	1,500,000
20. Stapleton Elim., S. I. R. T. Ry.....	6	2,500,000
21. Mariner's Harbor Elim., S. I. R. T. Ry.....	12	2,000,000
22. Rosebank Elim., S. I. R. T. Ry.....	3	1,000,000
23. Cedar Avenue-Arrochar Elim., S. I. R. T. Ry....	1	500,000
24. Sand Lane-South Beach Elim., S. I. R. T. Ry...	1	500,000
25. Jersey St.-New Brighton Elim., S. I. R. T. Ry...	1	300,000
26. 105th Street-Canarsie Line Elim., N. Y. R. T.	1	1,000,000
Totals	84	\$27,100,000

Atlantic Avenue Elimination—

The elimination of the 20 grade crossings on the Atlantic Division was included in the Commission's 1928 program. A hearing was held on February 16, 1928, and was adjourned subject to call at the request of the City of New York in order that plans and estimates of cost might be prepared not only for having the grade crossings eliminated but also to provide a boulevard on Atlantic Avenue to serve as an arterial highway connecting the Boroughs of Brooklyn and Queens.

On May 13, 1929, the Committee of the Whole of the Board of Estimate and Apportionment designated a Committee consisting of the Mayor, the Comptroller, the President of the Board of Aldermen or their representatives, the Consulting Engineer of the Board of Estimate and Apportionment, the Consulting Engineers of the Boroughs of Brooklyn and Queens, representatives of the Transit Commission, the Long Island Railroad Company and the Board of Transportation, to prepare an Enlarged Plan in a manner similar to that successfully prepared in connection with the West Side Improvement of the New York Central Railroad, which will

show the depression of the railroad and the proposed public improvements on Atlantic Avenue. This Committee met on June 21, 1929, and appointed an engineering Sub-Committee to prepare this plan with estimates of cost for presentation to the General Committee. The engineering Sub-Committee has been actively engaged since its appointment on the work of preparing the plans and estimates of cost. This has required considerable time due to the fact that some of the problems are very involved and complicated, but it is expected the engineering Sub-Committee's report will be ready for presentation to the general Committee in the early part of 1931.

Appropriations—

RAILROAD LAW

Under the provisions of the Railroad Law, there has been appropriated	\$2,149,696 50
Certificates and payments have been made on grade-crossing elimination projects and changes of existing structures, amounting to	1,766,403 37
Unexpended balance	\$383,293 13
Final orders have been issued against this fund, the State's share of which will be	95,000 00
Balance available for future orders under Railroad Law	\$288,293 13

BOND ISSUE FUNDS

By Chapters 779 and 517, Laws of 1926 and 1930, respectively, there has been made available for grade-crossing eliminations in New York City	\$76,000,000 00
Final orders have been issued on grade-crossing eliminations; the State's 49% share of the cost from this fund will be	30,942,710 00
Balance available for future payments	\$45,057,290 00
The Commission's 1930 program—the State's 49% share chargeable against this fund is	2,763,600 00
Balance	\$42,293,690 00
It is expected that the Atlantic Avenue Improvement will be under order during the coming year, against which the State's 49% share will be chargeable	8,976,800 00
Balance	\$33,316,890 00
The Commission's 1931 program—the State's 49% share chargeable against this fund is	13,279,000 00
Balance	\$20,037,890 00

All the railroad companies involved in grade-crossing elimination work indicate that they will require State aid. There will therefore be chargeable against Bond Issue Funds in the future

additional amounts to cover the railroad companies' 50 per cent share of the cost:

New York Central Railroad eliminations.....	\$15,500,000 00
Long Island Railroad eliminations.....	24,260,000 00
Staten Island Rapid Transit Railway eliminations.....	10,160,500 00
New York Rapid Transit Corporation eliminations.....	500,000 00

Total	\$50,420,500 00
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and the amount required above present appropriations will be	\$30,382,610 00
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In view of the above, it is believed that an additional appropriation of \$30,382,610 should be requested of the coming Legislature.

Following is given in detail the status of all the foregoing mentioned projects and in addition all other projects that are pending.

(1) Grade-Crossing Elimination Projects Completed—

Case No. 2703—Manhattanville Elimination—N. Y. C. R. R.—Elimination of 9 grade-crossings on the 30th Street Branch, New York Central Railroad, Borough of Manhattan—Final Order and Determination issued December 9, 1924, amended December 19, 1924, and May 4, 1927. Construction work began in September, 1925, and was entirely completed early in 1930. Its completion was delayed because of difficulties encountered in providing for the transfer of lands between the City and the railroad company, which was not found possible to settle until the agreement for the West Side Improvement (Case No. 2911) was consummated during 1929. Final accounting is under way.

Case No. 2812—Tompkins Avenue Elimination—S. I. Ry.—1 crossing at Tompkins Avenue, Clifton, on the Staten Island Railway. Estimated cost, \$400,000. Construction work commenced on this elimination in October, 1929. It is now completed and has been accomplished by raising Tompkins Avenue to pass over the railroad tracks with no change in the grade of the railroad. The Commission approved the completed work on October 15, 1930, and the final accounting is under way.

Case No. 2837—Auburndale-Bayside Elimination—L. I. R. R.—2 grade crossings on the North Side Division, L. I. R. R., Borough of Queens. Estimated cost, \$979,000. The Final Order and Determination of August 3, 1927, directed the elimination by raising the tracks at Auburndale and depressing them at Bayside. Actual construction work began in April, 1929, and the physical grade separation was complete at the end of the year. The Commission on May 28, 1930, approved the completed work and the final accounting is under way.

Case No. 2928—Douglaston Elimination—1 crossing on the North Side Division—L. I. R. R., at Douglaston, Borough of Queens. Estimated cost, \$400,000. On October 10, 1928, the Commission issued a Final Order and Determination directing the elimination of this grade crossing by diverting the highway to the east and passing over the railroad tracks by means of a highway

bridge. Construction work began in October, 1929, and was completed May, 1930. The Commission on June 8, 1930, approved the work and the final accounting is under way.

(2) Grade-Crossing Elimination Projects Under Construction—

*Case No. 2652—Jamaica Elimination—L. I. R. R.—*5 grade crossings on the Main Line and 1 on the Montauk Division on the Long Island Railroad, Borough of Queens. Estimated total cost, \$7,000,000. Construction work began on this improvement during October, 1929, and has been vigorously prosecuted since that time. The improvement is now approximately 90 per cent completed. The eliminations have been accomplished by elevation of the railroad tracks. Railroad trains have been running on the new embankment since the latter part of June, 1930. The whole work will be completed early in 1931.

*Case No. 2911—West Side Improvement—30th Street Branch—N. Y. C. R. R.—*Elimination of 93 grade crossings on the West Side of Manhattan between St. Johns Terminal on the south to and including West 158th Street on the north. On February 20, 1929, the Commission adopted a Final Order and Determination in this case which order was subsequently amended on June 21, 1929, and July 23, 1930, the former amendment approving a modified plan for the elevated express highway between 70th and 79th Streets, and the latter amendment enabling the Railroad Company to construct City Sewers within the limits of the 60th Street Yard.

This very large improvement involves a cost of approximately \$100,000,000, of which the City and State will participate in their respective proportions, as provided by law, to the extent of approximately \$31,000,000, the remaining \$69,000,000 being "Additions and Betterments" on account of Railroad and City improvements, the respective costs of which are to be paid for entirely by the Railroad Company or City. It is estimated the entire improvement will be completed in from six to ten years.

Actual construction work began on this improvement on December 31, 1929, the first point of activity being in the 60th Street Yard and consisting of work on the contract involving the construction of final milk yard facilities, the contract for which was authorized by the Commission on October 9, 1929.

During the year demolition work was being done actively, clearing the site for the proposed St. Johns Terminal, covering four city blocks in the vicinity of Spring and Washington Streets, and clearing the right-of-way between St. Johns Terminal and the 30th Street Yard. A total of 16 demolition contracts had been let, involving the demolition of 236 buildings, at a total cost of \$315,000, of which about \$270,000 worth of work has been completed.

The contract for the elevated viaduct foundations was approved by the Commission on December 10, 1930. This contract involves the construction of the concrete pile foundations for the elevated viaduct between St. Johns Terminal and the 30th Street Yard, at

a total contract cost of \$332,000. In the 30th Street Yard two contracts have been let involving temporary track changes in the yard, at a total cost of \$70,000, work on which has been completed to the value of about \$20,000.

In the 60th Street Yard the contract for the construction of a portion of the final milk yard facilities had been carried on actively during the year. This contract is expected to be completed shortly to enable the transfer of the existing milk yard facilities from the block bounded by 9th and 10th Avenues, 29th and 30th Streets, before February, 1931, by which time the Railroad Company has agreed to turn over the site to the Federal Government for the erection of a new Post Office. This contract involves an estimated cost of about \$600,000 and to date is about 60 per cent completed.

During the year the elimination of the grade crossing at West 158th Street and the Hudson River was placed under contract. This grade crossing is to be eliminated by carrying the highway over the railroad tracks by means of a highway bridge with proper approach ramps and provisions for future connections to the proposed elevated express highway. This contract involves a total estimated cost of about \$365,000 and is now about 75 per cent completed. Its completion is expected in the early part of 1931.

The total number of contracts either completed or under way on the West Side Improvement is 22, involving a total contract cost of \$1,700,000, of which there has been completed work to the total cost of \$925,000. Adding the expenditures of the Railroad Company and the Transit Commission and the fees of the real estate appraisers, total expenditures on the West Side Improvement are approximately \$1,025,000.

Case No. 2830—Ozone Park Elimination. 5 grade crossings on the Rockaway Beach Division of the Long Island Railroad, Ozone Park, Borough of Queens. Estimated cost, \$2,198,000. The Commission issued a Final Order and Determination on June 1, 1927, directing the elimination of these crossings by an elevation of the railroad tracks. Construction work was begun during March, 1930, and is now approximately 85 per cent completed.

Case No. 2899—Corona Elimination. 4 grade crossings on the North Side Division of the Long Island Railroad, Corona, Borough of Queens. Estimated cost, \$1,123,000. The Commission on April 11, 1928, issued an order directing the elimination of the grade crossings by elevation of the railroad tracks to pass over the streets. Construction work was begun in April, 1930, and is now approximately 99 per cent completed.

Case No. 2797—Bay Street Elimination. 1 grade crossing at Bay Street, Clifton, on the Staten Island Rapid Transit Railway. Estimated cost, \$1,192,000. Final Order and Determination was issued by the Commission on June 23, 1926. The railroad company contested this order in the courts, resulting in the Commission's order being upheld. Plans have been approved and the property necessary for the elimination acquired. The company is proceeding on that part of the work to be done with their own

forces but has not let the general contract because of the railroad's contest of the Dunmore Act, regulating hours and wages on grade-crossing elimination work. Construction work is approximately 9 per cent completed.

(3) New Streets Across Railroads Completed—

Case No. 2879—Utopia Parkway and Lancaster Avenue across the North Side Division, L. I. R. R., Borough of Queens. The Final Order and Determination of November 12, 1927, directed the carrying of these streets across the railroad substantially at their existing grades and elevating the railroad tracks to pass over the streets, with an under-clearance of 14 feet. Construction work began in April, 1929, and was completed in April, 1930. This work was done in connection with the construction of the Auburndale-Bayside elimination, Case No. 2837.

Case No. 2903—Corporal Kennedy Street across the North Side Division, L. I. R. R., Borough of Queens. The Final Order and Determination of May 16, 1928, directed that the street be carried over the tracks of the railroad. Construction work began in April, 1929, and was completed in May, 1930. This street also comes within the limits of the Auburndale-Bayside elimination, Case No. 2837, and was constructed at the same time.

Cases Nos. 2943 and 2946—East 14th Street and Voorhies Avenue across the tracks of the Brighton Beach Line, N. Y. R. T. Corp. The Final Order and Determination of the Commission, after application by the City for a determination as to the manner in which these streets shall cross the railroad, directed that they be carried across the railroad right-of-way by under-crossings. Construction work began in October, 1929, and the work was approved on December 3, 1930. Final accounting is under way.

Case No. 2944—Lorraine Avenue across the S. I. Ry., Borough of Richmond. The Final Order and Determination of March 6, 1929, after application by the City for determination as to the manner in which this street shall cross the railroad, directed that Lorraine Avenue shall be carried across the railroad tracks by the construction of two overhead highway bridges, with no change in the grade of the railroad. Construction work began in October, 1929, and the work was approved on July 2, 1930. Final accounting is under way.

(4) New Streets Across Railroads Under Construction—

Case No. 2253—East 238th Street across the tracks of the N. Y. C. & N. Y., N. H. & H. R. R., Borough of The Bronx. The Commission's original order of February 1, 1918, on application of the City, was appealed by the railroad company and on April 7, 1925, the Commission made a new Final Order and Determination to conform with the Court's decision. The railroad company again appealed but the Court sustained the order. By agreement, the railroad companies conferred with the City and construction of the bridge under the supervision of the Department of Plant and

Structures was arranged. Construction work began on June 7, 1929, and the project is practically accomplished, except the easterly approach, which is only 70 per cent completed. It is expected that the finishing touches will be completed early next year.

Case No. 2721—177th Street (Cooper Avenue) across the Main Line and Montauk Division, L. I. R. R., Borough of Queens. The Final Order and Determination of October 28, 1924, directed the carrying of 177th Street across the right-of-way of the railroad by an under-crossing. This work is being done coincidently with the Jamaica Elimination, Case No. 2652, construction work on which began in October, 1929, and is approximately 98 per cent completed. The street was opened to traffic on December 20, 1930.

Case No. 2922—Junction Boulevard across the North Side Division, L. I. R. R., Borough of Queens. On January 30, 1929, the Commission issued a Final Order and Determination directing that the widened portions of Junction Boulevard should be carried across the railroad. This involved a reconstruction of the existing railroad bridge over Junction Boulevard. The work was done in connection with the elimination of the grade crossings through Corona, Case No. 2899, which was begun in April, 1930, and the reconstructed bridge was completed during December, 1930.

Case No. 2925—111th Street across the North Side Division, L. I. R. R., Borough of Queens. On January 23, 1929, the Commission issued a Final Order and Determination directing that 111th Street be carried across the railroad. Work is being done in connection with the elimination of the grade crossings through Corona, Case No. 2899, which was begun in April, 1930. The railroad passes over the street, and the bridge carrying its tracks was entirely completed during December, 1930; this new street was opened to traffic December 6, 1930.

(5) Change of Existing Structures Completed—

Case No. 2130—Virginia Avenue across S. I. R. T. Ry., Borough of Richmond. This project involved the lowering of Virginia Avenue to obtain proper underclearance at the existing railroad bridge. Construction work was delayed by other grade-crossing problems in the vicinity. However, a plan was developed whereby the 14-foot under clearance could be gotten with but slight changes in street grades, satisfactory to all parties interested. The plan submitted to the Commission embodying these alterations was approved on November 13, 1929. Construction work started on February 25, 1930, and was completed on July 2, 1930.

(6) Change of Existing Structures Under Construction—

Case No. 1929—East 241st Street—N. Y. C. & N. Y., N. H. & H. R. R., Borough of The Bronx. Estimated cost, \$800,000. Final Order and Determination directed that East 241st Street be carried over the railroad by means of a steel viaduct. Construction work was delayed for various causes, among others legal actions on

the more or less related situation of carrying East 238th Street across the railroad. Construction work began in August, 1929, and the viaduct is now finished. It is expected that it will be complete in all details early next year. The viaduct was opened to traffic on December 17, 1930.

(7) Final Accountings Completed—

Case No. 2882—Washington and Elton Avenues across the Port Morris Branch, N. Y. C. R. R., Borough of The Bronx. This proceeding, under Section 91 of the Railroad Law, involved the reconstruction of two existing highway bridges, forming a street intersection over the railroad. Final Order and Determination was made on January 5, 1927. Construction work began on March 25, 1929, was completed on September 7, 1929, and on October 2, 1929, the Commission approved the work. Final accounting was made and on January 15, 1930, the Certificate of Performance of Work and Payment was made.

Case No. 2904—East Tremont Avenue across the Harlem Division, N. Y. C. R. R., Borough of The Bronx. This proceeding, initiated by the Board of Estimate and Apportionment under Section 91 of the Railroad Law, involved the reconstruction of an existing highway bridge to sustain present-day loadings. Final Order and Determination was issued June 20, 1928, construction work began on April 8, 1929, work was completed during September, 1929. The final accounting was had and the Certificate of Performance of Work and payment was made on February 5, 1930.

Case No. 2130—Virginia Avenue across the Staten Island Rapid Transit Railroad, Borough of Richmond. The situation in this case is outlined under the heading of Changes of Existing Structures Completed, earlier in this report. The hearing on the final accounting was held December 10, 1930. The Certificate of Performance of Work and Payment was made on December 17, 1930.

(8) Final Accountings Under Way—

The final accountings in the eight projects listed under this heading in the Summary are in various stages of completion. It may be expected that they will all be finished during the early part of 1931.

(9) Preliminary Studies During 1930 on Grade-Crossing Eliminations—

Hearings are under way on the three elimination projects listed in the Summary under this heading, which comprise the Commission's grade-crossing elimination program for 1930. It may be expected that they will be brought to a conclusion and Final Orders and Determinations issued early in 1931.

(10) Final Orders Issued During 1930 on Grade-Crossing Eliminations—

Case No. 2977—Glendale Elimination, 2 grade crossings on the Montauk Division, L. I. R. R., at Glendale, Borough of Queens. The elimination of these grade crossings is on the Commission's

1929 program. Hearings began on October 16, 1929, and a Final Order and Determination was made on March 13, 1930, directing that the elimination be accomplished by depressing Cooper avenue to pass underneath the railroad tracks, carrying Dry Harbor Road (Weisse Avenue) over the railroad.

Case No. 2978—Grasmere-Dongan Hills Elimination, 11 crossings on the S. I. Ry. at Grasmere-Dongan Hills, Borough of Richmond. This elimination was also on the Commission's 1929 program. Hearings began on November 27, 1929, and a Final Order and Determination was made April 9, 1930, directing the elimination of the grade crossings by a depression of the railroad through Grasmere and elevation through Dongan Hills.

(11) Final Orders During 1930 on Changes in Existing Structures—

Case No. 2992—Reconstruction of Sterling Place highway bridge, Brooklyn—Brighton Beach Line, N. Y. R. T. Corp. This proceeding instituted under Section 91 of the Railroad Law involves the reconstruction of an existing highway bridge to sustain present day loading. The Final Order and Determination was issued on March 28, 1930. Plans and estimate of cost were approved on June 11, 1930, and September 17, 1930, respectively. It is expected that construction will be accomplished during the ensuing year.

Case No. 3023—West 184th Street (West Fordham Road) across New York Central Railroad, reconstruction of highway bridge over tracks of its electric division. Under date of October 3, 1930, a petition was made by The New York Central Railroad Company, under Section 91 of the Railroad Law, for a determination as to the manner in which the bridge structure carrying West 184th Street, Borough of The Bronx, over the railroad tracks, shall be reconstructed. A hearing was ordered for December 10, 1930. Hearings closed on December 23, 1930, and the Final Order and Determination directing reconstruction was made December 30, 1930.

(12) Final Orders Issued During 1930 on New Streets Across Railroads—

Case No. 2929—Bronx River Parkway Drive across Harlem Division of the N. Y. C. R. R. This is an application of May 17, 1928, by the City of New York for a determination. The railroad company appealed to the Courts from the City's determination, which was affirmed by the Appellate Division of the Supreme Court. A Final Order and Determination was issued by the Commission on January 22, 1930. The detail plans and specifications were approved by the Commission on December 23, 1930. It is expected that work will begin early next year.

Case No. 2990—55th (Lewis) Avenue, across the Main Line of the Long Island Railroad, Borough of Queens. This is an application of April 7, 1929, by the City of New York for a determination. A hearing was held on May 1, 1930, and the Final Order and Determination issued May 7, 1930, directing the construction of the street across the railroad on an overhead highway bridge.

Case No. 2996—167th Street (27th Street) across the North Side Division of the Long Island Railroad. This is an application of January 17, 1930, by the City of New York for a determination. A hearing was held on May 1, 1930, and the Final Order and Determination issued May 7, 1930, directing the construction of the street across the railroad on an overhead highway bridge.

Case No. 2983—Vulcan Street and Washington avenue across the Southfield Beach Railroad, Borough of Richmond. This is an application by the City of New York, under Section 210 of the Railroad Law, for a determination as to the manner in which these streets shall be carried across the railroad. A hearing was held January 30, 1930, and Final Order and Determination made February 19, 1930, directing that the streets be carried across the railroad tracks at grade, inasmuch as the Southfield Beach Railroad is considered a street surface railroad and not a steam surface railroad.

Case No. 2981—Rockaway Parkway across the Bay Ridge Division, L. I. R. R., Borough of Queens. This is an application by the City of New York of June 6, 1929, for a determination. A hearing was held on April 24, 1930, and the Final Order and Determination was made April 30, 1930, directing that the street be carried across the railroad underneath the tracks.

Case No. 2998—7th Avenue and 37th Street, Brooklyn, across the South Brooklyn Railway Company, the New York Rapid Transit Corporation, Nassau Electric Railroad Company. This is an application by the City of New York, of February 7, 1930, for a determination. A hearing was held on April 24, 1930, and the Final Order and Determination issued on April 30, 1930, directing that the streets be carried over the railroads' right-of-way by an overhead highway bridge.

Case No. 2997—Jamaica Avenue across the Creedmoor Branch, L. I. R. R., Borough of Queens. (This case was formerly known as Case No. 2902.) This is an application of the City of New York of December 21, 1927, for a determination. The boundary line dividing the City of New York and Nassau County runs through the center line of Jamaica Avenue at this point. Jamaica Avenue now crosses the Creedmoor Branch under a railroad bridge. The bridge abutments are too close together and it is the desire of the City to have the bridge reconstructed so as to provide adequate width for Jamaica Avenue. Obviously, it would be impracticable to make changes in one-half the bridge only, or that part in New York City. Joint consideration was given this case with the Public Service Commission. Hearings were held and a joint Final Order and Determination issued May 14, 1930. A general plan was submitted which appears satisfactory to all interests and it is expected that action approving this plan will be taken shortly.

Case No. 3002—Eliot Avenue across Montauk Division, L. I. R. R., Borough of Queens. This is an application by the City of New York of April 25, 1930, for a determination. A hearing was held November 5, 1930, and the Final Order and Determination made November 12, 1930, directing that the street be carried across the railroad by means of a highway bridge.

(13) 1931 Program of Grade-Crossing Eliminations—

Chapter 677, Laws of 1928—New York City Grade-Crossing Elimination Act—provides that not later than December 1 the Transit Commission by order shall designate a program of crossings, the elimination of which shall be considered during the ensuing calendar year. A program for 1931 was prepared by the Chief Engineer covering the elimination of 84 crossings, divided among 26 projects, at an estimated cost of \$27,100,000. A hearing, instituted as Case No. 3016, was held, and the Commission by order of November 19, 1930, adopted its 1931 grade-crossing elimination program. These eliminations are listed earlier in this report.

OTHER PROJECTS PENDING

The Dunmore Act—an amendment to the State Labor Law, regulating hours and wages on grade-crossing elimination work and declaring such projects to be Public Work, which became a law during 1931, is being contested by the railroad companies as unconstitutional. This attitude has resulted in the railroads not advancing construction on grade-crossing elimination work which was not under contract before the Dunmore Act became effective.

Grade-crossing Eliminations—

Cases Nos. 2724 and 2906—Springfield-St. Albans Elimination— 8 grade crossings on the Springfield branch (Montauk Division)—L. I. R. R. Estimated cost, \$2,261,000. The Commission ordered these eliminations by two orders, June 27, 1928, and May 29, 1928, respectively. As these grade crossings are in close proximity to the Jamaica Elimination which is now under way, and service on the railroad would be seriously interfered with if both projects were done at the same time, construction work is awaiting completion of the Jamaica Elimination. The general plan for the elimination was approved January 29, 1930. Detail plans are nearly completed and should be submitted for approval early in 1931.

Case No. 2794—Bridge Street, Flushing, Elimination, Whitestone Branch, L. I. R. R., 4 grade crossings in Flushing, Borough of Queens. Estimated cost, \$1,028,000. These crossings include the remaining grade crossings on the Long Island Railroad in Flushing. The Commission pressed the railroad company to eliminate these grade crossings at once. The railroad company then made application to the Interstate Commerce Commission for abandonment of operation on the Whitestone Branch. Construction work is held up pending the outcome of an appeal from an adverse decision by the Interstate Commerce Commission.

Case No. 2795—Fort Wadsworth Elimination, 3 grade crossings on the S. I. R. T. Ry. at Fort Wadsworth. Estimated cost, \$647,000. Final Order and Determination was made on June 23, 1926. The railroad company contested the order up to the United States Supreme Court, without success. On May 29, 1929, the general plan was approved and on July 30, 1930, detail plans were approved.

Case No. 2866—Port Richmond-Mariners Harbor Elimination, 5 grade crossings on the North Shore Division, S. I. R. T. Ry. Estimated cost, \$2,400,000. After extended hearings a Final Order and Determination was made on June 13, 1928, ordering the elevation of the railroad tracks through the Port Richmond section and the carrying of South Avenue, Mariners Harbor, over the tracks, leaving the street and railroad grades at the other Mariners Harbor crossings for further consideration when there should be more opportunity to examine the effect on the neighborhood of the new bridges and other improvements now under way. The Commission took mandamus action against the company and on April 9, 1930, approved the general plan. The detail plans are being prepared and should be submitted for approval early in 1931.

Case No. 2886—Rockaway Park-Arverne Elimination, 27 crossings between Rockaway Park and Arverne on the Rockaway Park Division, Far Rockaway Branch, L. I. R. R. Estimated cost, \$6,520,000. The Commission on April 11, 1928, issued an order directing the elimination of grade crossings by elevating the railroad tracks. The Commission directed mandamus action to accelerate the work. After conferences, the railroad company agreed to go ahead and they have submitted a general plan which is awaiting approval.

Case No. 2979—Edgemere Elimination, 3 crossings on the Far Rockaway Branch, L. I. R. R., at Edgemere, Borough of Queens. Estimated cost, \$2,009,000. The elimination of these crossings was included in the Commission's 1929 program. Final Order and Determination made on December 11, 1929, directed that the crossings be eliminated by an elevation of the railroad to cross over the streets on a viaduct to be so constructed as to permit of future intersecting streets being carried across the right-of-way. This construction would naturally follow closely the construction ordered in Case No. 2886, Rockaway Park-Arverne Elimination.

Changes in Existing Structures—

Case No. 2953—Reconstruction of St. Johns Place and Montgomery Street highway bridges, Brooklyn-Brighton Beach Line, N. Y. R. T. Corp. This proceeding instituted under Section 91 of the Railroad Law, by action of the Board of Estimate and Apportionment, involves the reconstruction of two existing highway bridges to sustain present day loadings. Final Order and Determination was issued June 12, 1929, and on June 11, 1930, and September 17, 1930, the Commission approved construction plans and estimate of cost. On July 19, 1930, the Commission denied the company's application for approval of award of contract because it did not contain provision for complying with the Labor Law.

New Streets Across Railroads—

Cases Nos. 2705 and 2791—202d Street and 199th Street across the Main Line of the L. I. R. R., Borough of Queens. This is an application of the City of New York for a determination as to the manner in which these streets shall cross the railroad. Final Order and Determination made on September 26, 1928, directed that 202d

Street shall be carried across the railroad for its full width below the grade of the tracks, and at 199th Street shall be carried across the railroad by means of an undercrossing for pedestrians only. Detail plans for the 199th Street undercrossing were approved on April 17, 1929. The company by letter on June 17, 1930, having stated that it was unable, in view of the situation growing out of the Dunmore Act, and the Attorney-General's construction thereof, to advise when the work would be commenced, and having called attention to the fact that the City had not acquired property rights at the crossings which they deemed should be acquired before construction was commenced, the Board of Estimate and Apportionment was advised of the status of the matter.

Cases Nos. 2875 and 2980—Linden Boulevard across the Bay Ridge Division, L. I. R. R., and DeWitt Avenue across the Canarsie Line, N. Y. R. T. Corp. An application by the City of New York was made requesting a determination as to the manner of carrying Linden Boulevard across the railroads' right-of-way. On August 1, 1928, a Final Order and Determination was made directing that the street be carried underneath the tracks of the railroads. In developing the plans for Linden Boulevard across the Canarsie Line, it was apparent that the treatment of a proposed street, DeWitt Avenue, a short distance from the Linden Boulevard, must be determined. An application was made by the City of New York for this determination, known as Case No. 2980. Final Order and Determination was made on December 11, 1929. General and detail plans were approved on January 15, 1930, and April 24, 1930.

Case No. 2763—51st Street across the tracks of the Bay Ridge Branch, L. I. R. R., Borough of Brooklyn. This is an application by the City for a determination. The railroad company appealed to the Courts, and the City's determination as to the necessity was reversed. This matter awaits further action by the City.

Case No. 2790—Widening Kings Highway across the tracks of the Bay Ridge Branch, L. I. R. R. Upon application by the City to determine the manner of carrying the widened portion of Kings Highway across the railroad, Final Order and Determination was issued on July 20, 1927, directing that the existing railroad bridge be reconstructed so as to provide for the full width of Kings Highway. The widening of Kings Highway by the City has not yet come close enough to the railroad to make it necessary to press this case.

Case No. 2855—Avenue Z across the Brighton Beach Line, N. Y. R. T. Corp. This is an application by the City for a determination. The railroad company has appealed. Further action by the Commission awaits the outcome of the litigation.

Case No. 1567—Lambertville Avenue (Pacific Street)—across the Old Southern Branch, L. I. R. R., Borough of Queens. Order in this case was made on November 19, 1912, on application of the City of New York. This is a costly undertaking, involving the expenditure of approximately \$400,000. For a number of years there appeared no justification for expending such a large

sum in order to carry this street across the railroad. The Board of Estimate and Apportionment has not replied satisfactorily to the Commission's inquiry as to its desires in this matter and no further action has been taken pending further advice from that Board.

Case No. 2950—13th Avenue across the Bay Ridge Division, L. I. R. R., and the Sea Beach Line, N. Y. R. T. Corp. An application by the City of New York of December 6, 1928, requested a determination of the manner of crossing. Final Order and Determination issued on May 9, 1929, directed that 13th Avenue be carried across the railroad over the tracks. The general plan was submitted and approved by the Commission on October 23, 1930.

Case No. 2865—Hammersley and Fenton Avenues across the New York, Westchester and Boston Railway, Borough of The Bronx. On April 21, 1927, the Board of Estimate and Apportionment adopted a resolution requesting the Commission to determine the manner of carrying these two streets across the railroad. The hearings were held during 1927 and the Commission on February 29, 1928, dismissed the application on the ground that the City had failed to comply with the provisions of the Railroad Law, necessary to give the Commission jurisdiction. This application has been now reinstated by action of the Board of Estimate on June 14, 1928, and its determination of necessity on that date upheld by the Courts. On December 3, 1930, the Commission directed a hearing to be held on December 17, 1930. Hearings are still under way.

APPROPRIATIONS

Railroad Law

The appropriations made previous to 1926 for the City of New York by the Legislature for the elimination of grade crossings are as follows:

1910—Queens County	\$200,000	
1910—Richmond County	50,000	
1911—New York City	250,000	
1915—New York City	200,000	
1917—New York City	250,000	
1923—New York City	500,000	
		\$1,450,000 00

In addition to the above, Chapter 771, Laws of 1913, provides that there shall be deposited with the City Chamberlain moneys received as mortgage recording tax upon certain mortgages made by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation to be applied to cover the State's one-quarter share of the cost of the elimination of grade crossings in New York City, which totals.

Total available for grade crossing elimination	\$2,149,696 50
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Unexpended balances of appropriations were reappropriated by Chapter 84, Part V. Laws of 1929.

Certificates and payments have been made on grade-crossing elimination projects as follows:

	Crossings	
Case No. 1270—Huguenot Elim., S. I. Ry.....	1	\$18,070 71
Case No. 1272—Great Kills Elim., S. I. Ry.....	1	25,313 71
Case No. 1266—Flushing Elim., L. I. R. R.....	9	200,000 00
Case No. 1261—Bushwick Junction Elim., L. I. R. R..	2	120,821 70
Case No. 1672—Railroad Avenue, foot Subway, L. I. R. R.....	..	2,067 52
Case No. 1262—Hollis Elim., L. I. R. R.....	2	53,033 73
Cases Nos.		
1756 and 1797—Pennsylvania Avenue Elim., S. I. R. T. Ry.	3	23,504 40
Case No. 2006—Gun Hill Road Bridge, N. Y. C. R. R. change in existing structure.....	..	5,836 62
Cases Nos.		
1264 and 1380—Queens Elim., L. I. R. R.....	5	527,910 97
Case No. 2946A—Morris Avenue Bridge, N. Y. C. R. R., change in existing structure.....	..	38,676 32
Cases Nos.		
1780 and 1811—Princess Bay-Pleasant Plains Elim., S. I. Ry.....	6	239,410 81
Case No. 2711—Rockaway Boulevard Elim., L. I. R. R.	2	22,199 86
Case No. 2743—Mosholu Avenue Elim., N. Y. C. R. R..	1	19,233 48
Case No. 2703—Manhattanville Elim., N. Y. C. R. R., payment on account.....	9	148,246 77
Case No. 2725—Broadway, Elmhurst, Elim., L. I. R. R.	..	142,561 39
Case No. 1929—East 241st Street, N. Y. C. R. R.....	1	130,671 52
Case No. 2822—Washington and Elton Avenues, N. Y. C. R. R.....	2	16,288 43
Case No. 2904—East Tremont Avenue, N. Y. C. R. R..	1	28,723 92
Case No. 2130—Virginia Avenue, S. I. R. T. Ry.....	1	3,831 51
		<u>\$1,766,403 37</u>

Unexpended balances of appropriations made previous to 1926, now in the hands of the State Comptroller and City Chamberlain, \$383,293.13.

Final orders have been issued on the following changes of existing structures, for which no certificates of payment have yet been made:

	Crossings	Estimated State's 25% Share
Case No. 1929—East 241st Street, N. Y. C. R. R.....	1	\$80,000 00
Case No. 2953—St. John's Place and Montgomery Street, N. Y. R. T.....	2	10,000 00
Case No. 2992—Sterling Place, N. Y. R. T.....	1	5,000 00
Total		<u>\$95,000 00</u>
Balance available for future orders under Railroad Law,		<u>\$288,293 13</u>

BOND ISSUE LAW

Certificates have been sent to the State Comptroller for payments on grade-crossing elimination projects up to January 1, 1931, payable out of bond issue funds as follows:

Case No. 2703—Manhattanville and Dyckman Street Elim., N. Y. C. R. R.....	\$729,018 62
Case No. 2812—Tompkins Avenue Elim., S. I. R. T. Ry.....	273,485 54
Case No. 2837—Auburndale-Bayside Elim., L. I. R. R.....	327,387 05
Case No. 2928—Douglaston Elim., L. I. R. R.....	74,528 60
Case No. 2652—Jamaica Elim., L. I. R. R.....	1,518,010 16
Case No. 2830—Ozone Park Elim., L. I. R. R.....	1,004,956 56
Case No. 2886—Rockaway Park-Arverne Elim., L. I. R. R....	145 29
Case No. 2899—Corona Elim., L. I. R. R.....	541,701 33
Case No. 2797—Bay Street Elim., S. I. R. T. Ry.....	138,458 41
Case No. 2795—Fort Wadsworth Elim., S. I. R. T. Ry.....	17,230 42
Case No. 2866—Port Richmond-South Avenue Elim., S. I. R. T. Ry.	17,703 39
Case No. 2911—West Side Improvement, N. Y. C. R. R.....	535,565 36
Case No. 2978—Grasmere-Dongan Hills Elim., S. I. R. T. Ry..	4,588 39
Total	<u>\$5,182,779 12</u>

The amount needed to finance grade-crossing eliminations within the jurisdiction of the Transit Commission, in addition to the amounts already appropriated will be (as shown below, in detail) \$30,382,610.

Appropriations

By Chapters 779 and 517, Laws of 1926 and 1930, respectively, there has been made available for grade-crossing eliminations in New York City \$76,000,000.

Final orders have been issued on the following grade-crossing eliminations, the cost of which is chargeable against Bond Issue Funds:

	Cross- ings	Estimated cost	Estimated State's 49% share
Case No. 2652 — Jamaica Elim., L. I. R. R....	6	\$6,000,000	\$2,940,000
Case No. 2703 — Manhattanville and Dyckman Street Elim., N. Y. C. R. R.	10	3,291,000	1,322,700
Case Nos. 2724 and 2906 — Springfield-St.- Albans Elim., L. I. R. R....	8	2,261,000	1,107,890
Case No. 2794 — Bridge Street, Flushing, Elim., L. I. R. R.....	4	1,028,000	503,720
Case No. 2795 — Fort Wadsworth Elim., S. I. R. T. Ry.....	3	647,000	317,030
Case No. 2797 — Bay Street Elim., S. I. R. T. Ry.	1	1,192,000	584,080
Case No. 2812 — Tompkins Avenue Elim., S. I. R. T. Ry.....	1	397,000	194,530
Case No. 2830 — Ozone Park Elim., L. I. R. R.	5	2,198,000	1,077,020
Case No. 2837 — Auburndale-Bayside Elim., L. I. R. R.....	2	979,000	479,710
Case No. 2866 — Port Richmond-South Avenue Elim., S. I. R. T. Ry.	9	2,400,000	1,176,000
Case No. 2886 — Rockaway Park-Arverne Elim., L. I. R. R.....	27	6,520,000	3,194,800
Case No. 2899 — Corona Elim., L. I. R. R....	4	1,123,000	550,270
Case No. 2911 — West Side Imp., N. Y. C. R. R.	93	30,700,000	15,043,000
Case No. 2928 — Douglaston Elim., L. I. R. R.	1	400,000	196,000
Case No. 2977 — Glendale Elim., L. I. R. R....	2	850,000	416,500
Case No. 2978 — Grasmere-Dongan Hills Elim., S. I. R. T. Ry.	11	1,745,000	855,050
Case No. 2979 — Edgemere Elim., L. I. R. R..	3	2,009,000	984,410
Total	<u>190</u>	<u>\$63,740,000</u>	<u>\$30,942,710</u>

	Cross- ings	Estimated cost	Estimated State's 49% share
Commission's 1930 Elimination Program: (Hearings have been called or will be held before the end of the year.)			
Case No. 3014 — Grant City-New Dorp Elim., S. I. R. T. Ry.	9	\$2,340,000	\$1,146,600
Case No. 3021 — Far Rockaway Elim., L. I. R. R.	10	3,000,000	1,470,000
Case No. 3028 — West 171st St. Elim., N. Y. C. R. R.	1	300,000	147,000
	20	\$5,640,000	\$2,763,600
			<u>\$33,706,310</u>
Balance available for future orders.....			\$42,293,690

	Cross- ings	Estimated State's 49% share	
Commission's 1931 Program.....	84	\$13,279,000	
Balance available.....			\$29,014,690
Atlantic Avenue Improvement.....	20	8,976,800	

(Included in Transit Commission 1928 program on which hearings are being held.)

Balance available..... \$20,037,890

All the railroad companies involved in grade-crossing elimination work have indicated that they will require State aid.

There will be additional amounts required to finance the railroad companies' 50% share of the cost, as follows:

For New York Central Railroad Company's Eliminations

West Side Improvement.....	\$15,350,000
West 171st Street.....	150,000
	<u>\$15,500,000</u>

For Long Island Railroad Company's Eliminations

Atlantic Avenue Elimination.....	\$9,160,000
Ozone Park Elimination.....	1,099,000
Corona Elimination.....	561,500
Glendale Elimination.....	425,000
Rockaway Park-Averne Elimination.....	3,260,000
Edgemere Elimination.....	1,004,500
Far Rockaway Elimination.....	1,500,000
1931 Elimination Program.....	7,250,000
	<u>24,260,000</u>

For Staten Island Rapid Transit Railway Company's Eliminations

For Wadsworth Elimination.....	\$323,500
Bay Street Elimination.....	506,000
Tompkins Avenue Elimination.....	198,500
Port Richmond-South Avenue Elimination.....	1,200,000
Grasmere-Dongan Hills Elimination.....	872,500
Grant City-New Dorp Elimination.....	1,170,000
Commission's 1931 Elimination Program.....	5,800,000
	<u>10,160,500</u>
105th Street Elimination — N. Y. R. T. Corp.....	500,000
	<u>\$50,420,500</u>

(It may be anticipated that the N. Y. R. T. Corp. will require State aid.)

The amount needed to finance grade-crossing eliminations within the jurisdiction of the Transit Commission, in addition to the present \$76,000,000 appropriation is therefore.....	<u>\$30,382,610</u>
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TRANSIT COMMISSION EXPENSES FOR SUPERVISION OF GRADE-CROSSING ELIMINATION WORK

Chapter 677, Laws of 1928, relating to grade-crossing elimination, was amended by Chapter 341, Laws of 1930, as follows:

"The cost of all such eliminations shall include expenses incurred by the Transit Commission in the supervision of the work during the construction period, in the appropriation of property and easement rights, in the settlement of all claims recognized by this Chapter and any additional expenses necessarily incurred during the performance of any of the duties required of the Transit Commission pursuant to this Chapter."

Up to January 1, 1931, certificates have been sent to the State Comptroller for payment of Transit Commission expenses in the amount of \$44,369.86.

GENERAL INSPECTIONS

In addition to having in charge the grade-crossing elimination work, this Division makes inspections of the railroad structures and tracks and supervises and investigates all proposed changes and additions to existing rapid transit lines.

Dual Subway Operations

Engineering investigations, reports, and studies are made of problems pertaining to additional construction, proposed changes, and maintenance, which arise in the operation of the present transit system by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation under their contracts with the City of New York. During the year, expenditures amounting to \$552,339.35 for the Interborough Rapid Transit Company and \$295,818.42 for the New York Rapid Transit Corporation have been investigated. This work is done in addition to the routine of track and structural inspection, using, whenever possible, men available from the track and structural forces, and two engineers assigned regularly to special investigations. Such work is further noted under structural inspection.

Track Inspection

Periodical inspection of track and appurtenances of the Dual Subway System, steam railroads, and street railways under the Commission's jurisdiction have shown in the past year that the standard of maintenance has been improved. Four inspections were made on each line during the year. The results of these inspections were sent to the railroad companies and they were requested to make such improvements and repairs as affect the safety of operations and comfort of passengers.

This practice has elicited from the railroads a spirit of cooperation and, in general, the requests for improvements have been followed out promptly, all of which has been an important factor in the raising of track maintenance standards observed in the past years.

The field work consists of inspecting the physical condition of the ties, guard timbers, guard rails, splice bars, rails, slatting, hand railing, and special work of the elevated lines; of the ties, splice bars, rails, ballast and special work of the underground railroads and steam lines; and of rails, joints, special work and pavement of the street railways; also surveys and checking estimated costs of the track changes submitted to the Commission. The 2135 single track railroad miles in the City of New York have been given careful inspection, as follows:

Dual Subway System (including	
elevated lines)	633 miles single track
Street Railways	1,012 miles single track
Steam Railroads	490 miles single track

The change for the year in the physical condition as to the tracks and appurtenances in the Dual Subway System, Street Railways and Steam Railroads is shown by the following comments:

Interborough Rapid Transit Company

Inspections of the company's subway lines show that the tracks in general are in good condition. Many ties and rails have been renewed.

On the elevated railroads, improvement is shown. Track gangs, which have been increased in number, are continuously renewing rails, guard rails, ties, guard timbers and slatting. The joint bolting has been brought to a high standard of maintenance. Inside steel guard rails have been installed, replacing wooden inside guard timbers at points where renewals have been made. Frogs and switch points have been renewed. On the 34th Street Branch of the elevated lines car operation has been discontinued.

New York Rapid Transit Corporation

Inspections of the company's subway lines show that the tracks in general are in good condition. Rails and ties have been renewed to a great extent.

On the elevated lines, efforts to bring the tracks to a higher standard of maintenance still continue. Track gangs are continuously renewing ties, slatting, guard timbers, guard rails and rails. A number of switch points and frogs have been renewed. The principal changes are as follows:

Myrtle Avenue: Extensive renewals of ties, guard timbers and slatting have been made.

Brooklyn Bridge: Extensive renewals of rails have been made.

Substantial improvements have been made by many street railway companies in addition to general track maintenance as evidenced by the following specific statements:

Brooklyn & Queens Transit Corporation: 92,000 feet single track reconstructed; 3,100 feet single track overhauled and surfaced; 73 special portions replaced; 2,000 feet single track additional track installed.

South Brooklyn Railway Company: Extensive tie renewals.

Jamaica Central Railways, Inc.: 19,000 feet single track overhauled.

Manhattan and Queens Traction Corporation: 8,400 feet single track relocated on Queens Boulevard.

Steinway Railway Company: 2,400 feet single track reconstructed; 4,300 feet single track overhauled; 1 special portion replaced.

New York Railways Corporation: 5,200 feet single track reconstructed; 2 special portions replaced.

Third Avenue Railway Company: 7,700 feet single track reconstructed. Extensive track repairs.

New York and Queens County Railway Company: 5,000 feet of single track, additional track installed; 6,200 feet of single track reconstructed; 8,300 feet of single track overhauled.

42nd Street, Manhattanville and St. Nicholas Avenue Railroad Company: 1 special portion replaced.

New York and Harlem Railroad Company: 2,000 feet single track reconstructed.

Union Railway Company: 15,300 feet single track reconstructed; 3 special portions installed.

Southern Boulevard Railroad Company: 15,800 feet single track reconstructed; 1 special portion replaced.

New York City Interborough Railway Company: 23,800 feet single track reconstructed.

Richmond Railways Inc.: 3,950 feet single track reconstructed; 2 special portions replaced.

Williamsburg Bridge Shuttle (Department of Plant and Structures): A large number of ties, rails, guard timbers and slatting have been removed.

8th and 9th Avenues Railway Company, Belt Line Corporation, Southfield Beach Railroad Company, Bush Terminal Railroad Company, Westchester Electric Railroad Company, 2nd Avenue Railroad Corporation, and Dry Dock, East Broadway and Battery Railroad Company.

The foregoing seven street railway companies carried on general maintenance only.

Inspection of the steam railroads in the City of New York shows as follows:

Long Island Railroad Company: Extensive tie renewals and rail renewals have been made on the lines of this railroad. A large number of ties, rails, spikes, bolts and tie plates are distributed along the right-of-way for replacement.

New York Central Railroad Company: In the electric zone the tracks are in good condition. On the steam road sections the general track conditions are continuously improving.

New York, New Haven and Hartford Railroad Company—Main Line: Tracks are in good condition. Harlem River Branch: The tie situation has been improved, a large number of ties having been renewed this year.

New York Connecting Railroad Company, Pennsylvania Tunnel and Terminal Railroad Company, New York, Westchester and Boston Railroad Company, Hudson and Manhat-

tan Railroad Company, Staten Island Rapid Transit Railway Company.

Tracks of the foregoing five railroads are in good condition.

The track inspection squad reports on all accidents or interruptions to service in which defective track conditions are present, making recommendations to prevent recurrence, and have investigated and satisfied sixty-five complaints during the current year.

It may be noted that there are now in the streets of the City of New York 613,000 feet of single track over which there is no car operation. Car operation has been discontinued on the lines of the following companies this year :

Westchester Electric Railroad Company: 5,200 feet.

Brooklyn and Queens Transit Corporation: 18,200 feet.

Manhattan and Queens Transit Corporation: 2,800 feet.

Jamaica Central Railways, Inc.: 4,150 feet.

42nd Street, Manhattanville and St. Nicholas Avenue Railway Company: 14,500 feet.

Structural Inspection

Work done by the structural squad during the past year included the following :

Four inspections were made of the structures, excepting track and track appurtenances, of all elevated lines, subway lines, and steam railroad lines, within the City limits, for the purpose of ascertaining their physical condition. Any conditions found, believed to affect safety of operation or comfort of the travelling public, were taken up with the Operating Companies for correction.

Construction work was inspected in the field on the following projects :

Additional stairway facilities at Avenues U, J, M, Kings Highway Stations, Brighton Line.

Additional stairway, Woodhaven Boulevard Station, Jamaica Line.

Additional stairway, Lefferts Avenue Station, Liberty Avenue Line.

Platform extensions at Kosciusko Street Station, Broadway "L".

Platform extensions at Seneca Avenue Station, Myrtle Avenue Line.

Drip pans under "L" structures, various locations.

Erection of store building, Parkside Avenue Station, Brighton Line.

Column removal from roadway, Myrtle Avenue Line.

Construction of a fence at Neptune Avenue, Brighton Line.

Steel supports for track signaling, Broadway "L".

Elevated structures were examined after snowstorms to determine whether snow and ice were being expeditiously removed.

A survey was made of all the approach warning signs at railroad grade crossings within the City limits. Lists of signs found damaged or missing were forwarded to the respective Borough Presidents, with the request that they be replaced or repaired.

Estimates of costs for various projects were prepared. Many projects for additional facilities were reported on.

All emergency exits were regularly inspected and any conditions found affecting operation were taken up with the companies for correction.

Agreements for alterations to structure, such as stair alterations, passing of service mains, gas, electric and water, through subway structures, alterations to sidewalk ventilating gratings, etc., attachments to elevated structures, etc., were examined and passed upon from a civil engineering standpoint.

Permits were prepared giving authority to the companies to open or encumber the streets while making structure repairs or to erect various structures.

A total of 12 complaints were investigated and adjusted.

Numerous blasting conferences, for excavation work adjacent to railroad structures, were attended and agreements reached as to methods of procedure.

An investigation was made as to possible effect on the elevated structures, due to operation of proposed quintuple type of cars.

Some of the improvements authorized by resolutions of the Commission, that were completed during the year, were:

Additional stairway facilities at Avenues U, J, M, Kings Highway Stations, Brighton Line.

Additional stairway, Woodhaven Boulevard Station, Jamaica Line.

Additional stairway, Lefferts Avenue Station, Liberty Avenue Line.

Platform extensions at Kosciusko Street Station, Broadway "L".

Escalator at Woodside Station, Queensboro Line.

Additional stairway, 34th Street Station, 9th Avenue "L".

Some of the improvements made during the year in the rehabilitating of the structures were:

New York Rapid Transit Corporation

Brighton Beach Line—Stations painted; defective rivets replaced.

Fifth Avenue "L"—Defective rivets replaced.

Myrtle Avenue Line—Numerous seat angles and plates renewed; defective rivets replaced.

Fulton Street "L"—Some seat angles renewed; defective rivets replaced; some sections of structure painted.

Canarsie Line—Defective rivets replaced; sections of structure painted.

Lexington Avenue "L"—Some bottom flange angles reinforced; defective rivets replaced.

Broadway "L"—Defective rivets replaced; extensive structure painting was in progress.

14th Street-Eastern Line—Structure reinforced at Broadway Junction.

Sea Beach Line—Station roofs repaired.

Interborough Rapid Transit Company

2nd Avenue "L"—Several stations were painted.

3rd Avenue "L"—Steel repairs and minor painting was in progress.

6th Avenue "L"—Repairs to steel were made.

9th Avenue "L"—Repairs to steel and station painting was in progress.

Subways—Extensive painting was in progress both at stations and structure.

The Long Island Railroad Company

Many grade crossings have been repaired during the year. Extensive repairs were made at the Locust Avenue Station, Old Southern Division.

Gates were placed in operation at the following crossings:

Smith Street—Old Southern Division.

Altamont Avenue—Old Southern Division.

Van Dine Avenue—Montauk Division.

Wyckoff Avenue—Montauk Division.

22nd Street—Whitestone Branch.

19th Street—Whitestone Branch.

A flashing light was placed in operation at the Church Street crossing, Rockaway Beach Division.

An automatic warning bell was placed in operation at the Greenpoint Avenue crossing, Montauk Division.

New York, New Haven and Hartford Railroad Company

The painting program started last year was continued during this painting season.

New York, Westchester and Boston Railroad Company

Painting was in progress.

Staten Island Rapid Transit Lines

General maintenance work was in progress. The trestle at Totenville was repaired.

New York Central Railroad Company

An extensive program of improvements was in progress during the year. A new track was installed at Grand Central Terminal known as "Suburban Loop Track No. 200." A new duet line was constructed on the Harlem Division. A number of new track houses were built at Mott Haven Junction. Supports for a new signal system were erected south of Harlem River.

SERVICE BUREAU

The Service Bureau constitutes the transit inspection force of the Commission. It is composed of Chief of Service Bureau, ten Supervising Transit Inspectors, five Assistant Supervising Transit Inspectors, thirty-seven Transit Inspectors, three Sanitary Inspectors, one Engineering Inspector, four Stenographers and three Clerks.

Periodic inspections are made on all transit lines in the City. On the principal rapid transit lines this inspection work is carried on almost continuously; while on the surface lines observations are made with greater frequency on lines most heavily used, and with less frequency on other lines, with direct relation to the proportion of their use. Additional checks are made in connection with the complaints received.

The Service Bureau has charge of matters directly relating to changes, improvements and other alterations in the service, as operated by the several companies, and in respect to certain of their facilities. It handles all correspondence relative to service and transportation facilities with both the public and railroad companies. It checks all schedules filed by the operating companies to determine whether they conform to the rules and regulations of the Commission, and whether they provide a reasonable and adequate service.

During the year the Commission received 887 new complaints—52 less than in 1929. A total of 998 complaints were closed. These figures include 72 complaints not disposed of during 1929, and 107 reopened complaints. At the end of 1930, the Commission had before it 69 complaints which were not finally disposed of.

The service improvements effected by the Transit Commission during the year were as follows:

Interborough Rapid Transit Company

In spite of drawbacks imposed by limited equipment and constantly increasing traffic, there has been a very satisfactory improvement in the operation of both local and express trains at maximum load points. Careful attention to every detail of the service, and cooperation on the part of railroad employees in immediate charge, have resulted in better regulated intervals and reduced station stops, which in turn had the effect of increasing the number of trains operated in congested sections of the East and West Side Lines.

This improvement in service is clearly evident when comparison is made of conditions at Grand Central Station on the Lexington-4th Avenue Line and the Times Square Station on the Broadway-7th Avenue Line. This comparison during maximum hours of service and traffic for the month of December, 1929, and the corresponding month of 1930, is given in the following table:

Daily Average of Number of Trains Operated

LEXINGTON-4TH AVENUE SERVICE PASSING GRAND CENTRAL STATION

Express Trains

8-9 AM S.B. 5-6 PM N.B.

December, 1929	26.8	27.7
December, 1930	28.1	29.7
Increase	1.3—4.8%	2.0—7.2%

Local Trains

December, 1929	26.3	27.6
December, 1930	28.2	28.2
Increase	1.9—7.2%	.6—2.1%

BROADWAY-7TH AVENUE SERVICE PASSING TIMES SQUARE STATION

Express Trains

8-9 AM S.B. 5-6 PM N.B.

December, 1929	28.6	30.4
December, 1930	30.2	31.6
Increase	1.6—5.5%	1.2—3.9%

Local Trains

December, 1929	26.7	27.4
December, 1930	27.8	28.9
Increase	1.1—4.1%	1.5—5.4%

The use of a specifically trained platform force and the careful supervision by the Service Bureau of every detail of the operation has made this improvement possible notwithstanding the constant increase in traffic on subway lines.

The increases shown above are the more important, when the growth of subway traffic, which goes on uninterruptedly year by year, is considered. Complete traffic figures for the calendar year 1930 are not available, but for the fiscal year ending June 30, 1930, Interborough subway traffic amounted to 986,672,286, an increase of 54,225,483 over the previous fiscal year. In considering this additional traffic, it is interesting to note that Grand Central Station contributed 4,560,220 and Times Square Station, 2,159,348 to the increase.

The reduction in the number of trains abandoned in the Interborough subway service, from more than 100 in December, 1929, to 14 in December, 1930, represents another improvement which is probably reflected in the increased number of trains operated at maximum load points.

The following is a summary of other improvements in I. R. T. service during the current year:

LEXINGTON-4TH AVENUE LINE

Express Service—

January—Two trains formerly starting from East 180th Street scheduled to leave the 241st Street terminal between 7:00 and 7:20 A. M. The company instituted the practice of using an extra

gap train made up of inspection cars when available and starting from 149th Street station about 8:30 A. M. and passing Grand Central between 8:50 and 9:00 A. M.

April—Both Jerome Avenue and East 180th Street intervals reduced from 6 and 8 minutes to 5 and 6 minutes, southbound passing 125th Street, 6:00 to 8:00 P. M., and northbound 7:30 to 9:00 P. M.

Jerome Avenue trains formerly turning at South Ferry extended to Utica Avenue from 7:26 to 8:44 P. M.

June—One additional train added to Jerome Avenue service at about 6 A. M. leaving Woodlawn and another leaving Utica Avenue at about 6:30 P. M.

Local Service—

January—Length of shuttle trains operating between Pelham Bay Park and 125th Street increased from 2 to 3 cars, 12:45 to 2 A. M.

February—Interval in midday service east of Hunts Point reduced from 14 to 10½ minutes. After evening rush hours, the interval was reduced from 14 to 10 minutes. In addition, a number of trains formerly turned at 138th Street were sent through to Hunts Point.

March—Two additional trains out of Pelham Bay Park between 9 and 9:40 A. M.

April—Six northbound locals formerly turning at Hunts Point scheduled through to Pelham Bay Park between 6:31 and 7:13 P. M.

May—One extra train scheduled to leave Pelham Bay Park at 4:44 A. M., also interval from Pelham Bay Park reduced from 10½ to 9 minutes, 2:59 to 5:05 P. M. This change resulted in shortening the main line interval from 3½ to 3 minutes south of 138th Street, 1:30 to 3:30 P. M. Between 7:14 and 7:34 P. M. two trains formerly turning at Hunts Point were scheduled through to Pelham Bay Park reducing the interval from 10 to 5 minutes. These changes in local schedule provided seven additional trains passing Grand Central, five of which were operated from Pelham Bay Park.

September—Sunday Schedule—Interval in Pelham Bay Park service reduced from 5 to 4 minutes during the afternoon and evening.

BROADWAY-7TH AVENUE LINE

Express Service—

February—Two additional trains added to the Broadway Branch service between 7 and 8:40 P. M.

March—Subway service in Brooklyn between 11 P. M. Saturday and 3 A. M. Sunday increased by the addition of five 10-car trains and eight 5-car trains to the southbound schedules. One train diverted from New Lots to Flatbush Avenue during morning rush hours and another in evening rush hours providing a more equitable distribution of service.

April—Two additional trains provided in the northbound service between 7:40 and 8:20 P. M.—one routed to Bronx Park and the other to Van Cortlandt Park. Intervals leaving 242nd Street Broadway reduced from 10 to 8 minutes, 10:57 to 11:29 P. M. Similar change in service leaving Bronx Park 10:48 to 11:36 P. M. Bronx Park trains continued to Flatbush Avenue from 7:11 to 8:47 P. M. giving five additional trains on each extension east of Franklin Avenue between 7 and 9 P. M.

November—Express interval passing Times Square northbound reduced from 3 to 2½ minutes, 3:14 to 3:44 P. M.

QUEENSBORO SUBWAY LINES

June—Flushing service increased by lengthening trains from 6 to 8 cars, 10:32 A. M. to 5:52 P. M., leaving Main Street.

December—Flushing Line service temporarily increased in mid-day beginning December 15th and continuing to December 24th, inclusive, 10-car trains instead of 8, 10:32 A. M. to 1:52 P. M., leaving Main Street Terminal.

TIMES SQUARE-GRAND CENTRAL SHUTTLE

June—Midday interval reduced from 2½ to 2 minutes, 9:26 A. M. to 3:26 P. M.

ELEVATED DIVISION

Second Avenue Line—

March—Service from Willetts Point increased from 16 to 17 trains between 7 and 9 A. M. westbound and from 13 to 15 trains, 5 to 7 P. M., eastbound. Trains from Astoria lengthened from 3 to 5 cars, 1:57 to 2:42 P. M. (4 trains).

Third Avenue Line—

March—Two northbound local expresses diverted from Bronx Park to Gun Hill Road between 5:30 and 5:45 P. M.

Sixth and Ninth Avenue Elevated Line—

July—Rearrangement of local and express schedules whereby two additional expresses were provided passing 66th Street between 5:30 and 7 P. M., giving a more equitable distribution of traffic. Interval in 9th Avenue express service Saturday afternoon reduced from 6 to 5 minutes leaving Rector Street between 1:35 and 3 P. M. providing 3 additional 7-car trains.

December—Interval in 9th Avenue express service reduced from 5 to 4 minutes leaving Fordham Road between 8:10 and 8:30 A. M. providing one additional train in that period.

December—Express interval from Fordham Road reduced from five to four minutes from 8:10 to 8:30 A. M., providing one additional train between Fordham Road and 155th Street.

STATION IMPROVEMENTS

Grand Central Subway Station—Queensboro Level—

April—Escalator service made continuous from 7 A. M. to 7:30 P. M. This service was formerly confined to rush hours. "Silencers" attached to all turnstiles at this station.

Main Street Station—Flushing Line—

March—Illuminated train indicator installed on mezzanine.

Woodside Station—Flushing Line—

December—New escalator put in service at 2 P. M. December 27, 1930.

Times Square Station—

July—Number of porters regularly employed increased from 9 to 11.

Utica Avenue Station—Brooklyn

September—Guard-railings extended to full length of platform, Lexington Avenue side of lower level. Formerly railing covered only 3 car lengths at south end of platform.

Guard-railing also installed from 3 car lengths along the Broadway-7th Avenue side of upper level platform.

59th Street Station—Lexington-4th Avenue Line—

November—Passageway under local tracks connecting north and southbound platforms opened to traffic.

34th Street Station—Ninth Avenue Elevated Line—

April—New stairway opened to traffic at northeast corner of 34th Street and Ninth Avenue.

New York Rapid Transit Corporation*Sea Beach Line—*

May—Makeup of four eastbound trains passing Pacific Street between 4 and 5 P. M. increased from 4 to 5 cars.

July—Westbound service increased by the operation of two additional 6-car trains for the purpose of extending the 6 minute interval up to 10:30 A. M. passing Pacific Street.

July—Make-up of four eastbound trains passing Pacific Street increased from 6 to 8 cars between 4:30 and 5 P. M.

December—Operation of Sea Beach trains as expresses through the DeKalb Avenue Station was extended from 9:42 to 10:10 A. M.

West End Line—

May—Make-up of four eastbound trains passing Pacific Street between 4 and 5 P. M. increased from 6 to 7 cars.

July—Westbound service passing Pacific Street increased by the operation of two additional 7-car trains for the purpose of extending the 6 minute interval up to 10:30 A. M.

July—Westbound tunnel service increased by the operation of one additional train between 7:30 and 8:30 A. M. passing Pacific Street.

July—Make-up of five eastbound bridge trains increased from 6 to 7 cars passing Pacific Street between 4 and 5 P. M.

Brighton Line—

April—Saturday service increased by extending the operation of westbound express trains from 9:29 A. M. to 12:25 P. M.

May—Make-up of two eastbound trains passing Atlantic Avenue between 4 and 5 P. M. increased from 3 to 6 cars.

July—Make-up of two eastbound express trains passing Atlantic Avenue between 7:30 and 8:30 P. M. increased from 6 to 8 cars.

September—Make-up of two eastbound trains passing Atlantic Avenue between 4 and 4:30 P. M. increased from 3 to 6 cars.

September—One additional eastbound tunnel train scheduled between 8 and 8:30 P. M.

Fourth Avenue Line—

February—Make-up of five westbound trains passing Pacific Street between 9:30 and 10:30 A. M. increased from 3 to 4 cars.

May—Make-up of six eastbound trains passing Pacific Street between 3 and 4 P. M. increased from 3 to 4 cars.

November—Northbound evening service passing 57th Street increased by substituting trains made of two type "D" unit which are equivalent to four standard subway cars for trains made up of three standard subway cars between 10:49 and 11:30 A. M.

14th Street-Eastern Line—

May—Eastbound short-line evening rush hour service started out at 6th Avenue two intervals earlier.

May—Eastbound interval passing Bedford Avenue between 7 and 8 P. M. reduced from 7½ to 6 minutes.

May—Eastbound interval passing Bedford Avenue between 12 midnight and 1 A. M. reduced from 10 and 12 minutes to 7½ minutes.

July—Two additional trains—one 6 and one 7-car—operated westbound between 9:30 and 10 A. M.

Broadway-Brooklyn Elevated Line—

May—Make-up of Broadway-Metropolitan Avenue trains passing Marey Avenue between 7 and 7:30 P. M. increased from 3 to 6 cars.

May—Make-up of two westbound Broadway-Jamaica trains passing Marey Avenue from 9 to 9:30 A. M. increased from 6 to 7 cars.

July—Make-up of three eastbound Broadway-Jamaica trains passing Marey Avenue between 4:30 and 5 P. M. increased from 6 to 7 cars.

Myrtle Avenue Elevated Line—

August—Make-up of four westbound trains passing Washington Avenue between 9:30 and 10:30 A. M. increased from 3 to 4 cars.

August—Make-up of six eastbound trains passing Washington Avenue between 3 and 4 P. M. increased from 3 to 4 cars.

Astoria-Corona Shuttle—

January—Make-up of four eastbound trains increased from 3 to 4 cars leaving Queens Plaza.

February—Make-up of eight westbound trains arriving at Queens Plaza between 9 and 10 A. M. increased from 3 to 4 cars.

December—Make-up of three car trains during midday increased from 3 to 4 cars.

December—Make-up of three trains increased from 6 to 7 cars, thereby providing the continuous operation of 7-car trains throughout the entire morning and evening rush hours.

On a car mileage basis, the foregoing improvements in service represent an increase of approximately four thousand car miles daily, or 1,360,000 annually.

STATION IMPROVEMENTS

Brighton Beach Line—

Additional stairways were provided at the Avenue U, Avenue J and Avenue M Stations and an additional control with stairways leading to train level platforms was constructed at the Kings Highway Station. A fence for the purpose of preventing trespassing on the Brighton Beach right-of-way was constructed from Sheepshead Bay Station to Emmons Avenue.

Broadway-4th Avenue Line—

An additional escalator was installed at the easterly mezzanine of the Court Street Station.

Several types of noiseless turnstiles installed at the Pacific Street Station for the purpose of experimentation.

Broadway-Brooklyn Elevated Line—

Train level platforms at the Kosciusko Street Station were lengthened to accommodate trains made up of eight standard subway cars.

Myrtle Avenue Elevated Line—

Train level platform at the Seneca Avenue Station was lengthened to accommodate trains made up of eight standard subway cars.

Street Surface Railroads

Borough of Brooklyn—

The service has been increased on the following lines:

Broadway, Bergen Street, Bushwick Avenue, Court Street, 86th Street, Flushing-Ridgewood, 15th Street, 5th Avenue, Fulton Street, Flatbush Avenue, Flushing Avenue, Franklin Avenue, Graham Avenue, Gates Avenue, Hamilton Avenue, Lorimer Street, Metropolitan Avenue, Nostrand Avenue, Nostrand Avenue Shuttle, New Lots Avenue, Ocean Avenue, Putnam Avenue, Richmond Hill, Reid Avenue, 65th Street-Bay Ridge Avenue, 65th Street-Fort Hamilton, 7th Avenue, Sumner Avenue, Sea Gate, St. John's Place, Saekett Street, Smith Street, Tompkins Avenue, Third Avenue, Union Avenue, Wilson Avenue, West End, Vanderbilt Avenue—all operated by the Brooklyn and Queens Transit Corporation and the Gravesend Avenue Line and the 16th Avenue Line of the South Brooklyn Railway Company.

In addition to the service increases, the following changes have been made:

On April 7th a rerouting plan was adopted that affected the operation of all surface lines in the Borough Hall Section of Brooklyn. This change was made after numerous consultations between the railroad company, the Police Department and this Commission, and the chief object was to speed up both the operation of trolley cars and vehicular traffic.

The service on the Crosstown Line was extended to Park Row.

The service on the Flatbush Avenue Line was extended to Fulton Ferry and from East 68th Street to East 74th Street.

The service on the Third Avenue Line was extended from Gold Street to Borough Hall.

The service on the 65th Street-Bay Ridge Avenue Line was extended to 53rd Street and 8th Avenue.

Additional transfer privileges were accorded at Flatbush and Atlantic Avenues from the Flatbush Avenue and 5th Avenue Lines to all their Borough Hall and Park Row bound cars.

During the year the company acquired and put into operation one hundred new surface cars of the improved one-man type.

BOROUGH OF MANHATTAN

The service has been increased on the Third and Amsterdam Avenue Line, Broadway Branch Line, 42nd Street Crosstown Line, 59th Street Crosstown Line and the Avenue B Line of the Third Avenue Railway System, and on the 8th and 9th Avenue Lines of the Eighth and Ninth Avenues Railroad Company.

Safety zones were provided at even numbered streets on Broadway between 60th and 120th Streets. A rearrangement of the safety zone was made at Columbus Circle.

BOROUGH OF THE BRONX

The service has been increased on the following lines:

Ogden Avenue Line of the New York City Interborough Railway Company, Westchester Avenue Line and Classon Point Line of the Union Railway Company, Mount Vernon and New Rochelle Lines of the Westchester Electric Railroad Company.

BOROUGH OF QUEENS

The service has been increased on the College Point-Jamaica Line of the New York and Queens County Railway Company.

Buses

The service on the following lines has been increased during the year:

On Routes 2 and 7 of the Fifth Avenue Coach Company; on the Concourse-138th Street Line, Concourse-Hub Line, Jerome-Bainbridge Line, Throggs Neck Line, Eastchester Road Line, Riverdale Avenue Line, Fordham-City Island Line, West Farms-City Island

Line of the Surface Transportation Corporation; and on the Eastern Parkway Line of the Eastern Parkway, Brownsville and East New York Transit Relief Association.

The Tompkins Bus Corporation inaugurated service on the Cross-town or Clove Road Line between Clove Road and Richmond Road and Richmond Terrace. This company also inaugurated the service as required by the franchise on the Princess Bay Line, Huguenot Line, and it extended its service on the Bradley Avenue Line from Sea View Hospital to Rockland Avenue and Richmond Hill, and extended its service on its Great Kills Line from Arthur Kill Road and Richmond Avenue to Richmond Hill Road and Richmond Avenue.

Through service was also inaugurated on the Linoleumville Line from Carteret Ferry to St. George during the rush hours.

After several hearings held in respect to the regulations, practices, equipment, appliances, facilities and service of the Surface Transportation Corporation, the Commission adopted an order, which, among other things, required the corporation to maintain their buses in a more sanitary condition, to operate the service on each line between the termini without transfer, and to limit the loading on each bus for rush hours to 150 per cent and during non-rush hours to 100 per cent.

Trunk Line Railroads

LONG ISLAND RAILROAD

The Long Island Railroad has been required to increase the service as follows:

ADDITIONAL TRAINS

Train No. 835 extended from Jamaica to Penn Station with stops at Kew Gardens and Forest Hills.

Train to leave Penn Station at 4:58 P. M. to Jamaica with stops at Woodside, Forest Hills and Kew Gardens.

Three additional trains (summer only) arriving at Penn Station between 8 and 9 A. M. from Long Beach, Far Rockaway and Jamaica.

Three additional trains (summer only) leaving Penn Station between 5 and 6 P. M. for Long Beach, Far Rockaway and Jamaica.

Additional train leaves Penn Station at 5:38 to Port Washington with stops at Broadway, Bayside, Douglaston and Little Neck.

Additional train from Port Washington to arrive at Penn Station at 8:42 A. M., which gives additional stops to Broadway and Auburndale.

Additional train leaves Jamaica at 8:19 A. M. to Penn Station with stops at Kew Gardens and Forest Hills.

Additional train from Jamaica to Penn Station at 7:12 A. M.

Additional trains were required on Saturdays only to Jamaica from Flatbush Avenue at 1:56 P. M.; to Floral Park from Penn Station at 10:26 P. M.; to Jamaica from Penn Station at 1:30 P. M.; to Jamaica from Penn Station at 3:58 P. M.; from Penn Station to

Queens Village at 3:01 P. M.; from Penn Station to Queens Village at 3:30 P. M.

Additional train stops have been required at Queens Village, Jamaica, Brooklyn Manor, Woodhaven Junction, Dunton, Bellaire, Kew Gardens, The Raunt, Locust Manor, Woodside, Cedar Manor, Broad Channel, Rosedale and Morris Park, daily.

In addition the Long Island Railroad has been required to maintain additional ticket agent at Queens Village and Bellaire Stations during certain periods of the month; to maintain a waiting room open at the Locust Manor Station for a longer period of time during the day; and to discontinue the practice of storing freight cars on the Atlantic Avenue Division near Crescent Street.

The Long Island Railroad has also been required to purchase and place in operation for the electric service 85 cars. This has had the effect of increasing many trains up to the former maximum length trains of 11 cars and to increase 27 trains to 12 cars each, and has had a very noticeable effect in decreasing the heavy loading on trains during rush hours.

NEW YORK, WESTCHESTER AND BOSTON RAILROAD COMPANY

The Sunday service was increased by the addition of one car each to seven trains and two cars each to two trains.

HUDSON AND MANHATTAN RAILROAD COMPANY

Additional control and exit facilities were provided at the 33rd Street Station.

DIVISION OF ELECTRICAL ENGINEERING

This Division has jurisdiction over all engineering involving mechanical and electrical equipment, other than signals.

The personnel of the Division is divided into an engineering group and a field inspection group.

The engineering squad investigates projects for new equipment, involving plans, specifications, contracts and purchasing agent's orders, prepares technical data for Commission hearings, and conducts engineering studies, instituted within the Commission, designed to improve service, afford greater protection of passengers, and effect economies on the several railroads within the City.

During the year, the Division made recommendations involving an expenditure of \$514,821 by the New York Rapid Transit Corporation, of which \$364,317 represented purchasing agent's orders or agreements; and a total of \$267,590 by Interborough Rapid Transit Company, of which \$146,345 represented purchasing agents' orders or contracts.

New York Rapid Transit Corporation

Studies were made during the year in connection with the supply of power for the company's lines. Provision of equipment was recommended for approval as follows:

Installation of equipment in two substations, making available emergency power from Brooklyn Edison Company, sufficient to operate the 14th Street Eastern Line, in an emergency.

Protective apparatus and power equipment in a number of substations; for the 14th Street-Eastern Line Extension and Nassau Street Line—Complete distribution system, necessary for complete power supply; station and tunnel lighting; drainage apparatus. It is expected that this work will be completed to permit of operation in April, 1931.

Additional distribution facilities for the various lines, to insure continuity of service and minimize accidents.

Interborough Rapid Transit Company

The following agreements for power supply and items of equipment were recommended for approval:

With New York Edison and New York Railways Companies, covering the interchange of emergency power between two power generating stations and 8 substations, the amount of power involved being approximately 43,000 K. V. A. During the year 1929, emergency power to the extent of 28,000 K. W. was contracted for through an agreement with the New York Central Railroad Company, thus giving the company power reserves sufficient to cover the loss of the largest unit in service.

Additional auxiliary equipment in 59th Street Power Station.

A contract for the installation of an additional elevator at Clarke Street station of the 7th Avenue line, in accordance with an order of the Commission adopted April 30, 1930.

Additional distribution facilities for various lines, to insure sufficient power supply for operation of trains.

The present escalator at 125th Street station of the Broadway line is in need of replacement and is of a type now obsolete. As a means of furnishing greater service to the passengers and to permit of providing entrances on the sidewalks instead of the existing one in the center of the street, the provision of three reversible cleat step escalators was recommended for approval.

Inspection Squad

The inspection squad makes inspections to determine whether the equipment is maintained so as to function properly, and minimize the possibility of interruption to service or accidents to employees. All defects found are brought to the attention of the companies, and followed up until the equipment is placed in good operating condition.

This group investigates accidents or interruptions to service in which equipment failure is present, and makes recommendations to prevent recurrence, and inspects and reports upon the progress of new installations with reference to conformity to plans and specifications previously approved.

To December 30, the following inspections were made:

Equipment	Inspections
Substations	733
Power and Service Stations.....	192
Contact Rail and Fixtures.....	1,091 S. T. Miles
Overhead Trolley Construction	229 Miles
Catenary Construction	34 Miles
Transmission Lines	12 Miles
Remote Controlled Circuit Breakers.....	250
Drainage Plants	696
Ventilating Plants	176
Elevators	10
Escalators	18
Sewage Ejectors	166
Passenger Station Lighting.....	242
High Tension Switching Stations.....	12

DIVISION OF SIGNAL ENGINEERING

This division performs all of the regulatory and engineering functions in respect to all matters pertaining to signaling, interlocking and automatic train control within the jurisdiction of the Commission.

In respect of rapid transit train operation and protection, this division performs all of the technical work as concerns safety and adequacy of equipment.

Abstract of Division Duties

REGULATORY

1. (a) Signaling, interlocking and automatic train control inspections on rapid transit railroads, trunk line railroads, and street railways.

(b) Investigation of all accidents where signaling, interlocking, and automatic train control is involved.

(c) Highway crossing signal inspections.

Engineering and Approval

2. (a) Dual Subway Contracts—Investigations, studies, reports, supervision and approval of proposed changes and additions to the existing signaling equipment on rapid transit lines concerned in Contracts Nos. 3 and 4 and Related Certificates.

(b) Technical studies in respect to safety and adequacy of existing signal equipment.

(c) Preparation of cases, including technical studies in respect to providing additional safety to train operation on all railroads within the limits of the City of New York.

The personnel of the Division remained unchanged during the year, and consists of one Signal Engineer, two Assistant Electrical Engineers and two Junior Electrical Engineers. The division is divided into a field group and an office group. The field group is

composed of two Junior Electrical Engineers who are engaged in making regular field inspections of all signaling, interlocking and train control equipment. The office group makes all technical studies and attends to the approval matters as to signaling, etc.

Regulatory—Inspections

Regular field inspections were made of all the signaling, interlocking and train control equipment within the City of New York at least two times during the year for the purpose of ascertaining the condition of the equipment, thereby insuring the safest conditions for train operation. All defective and unsafe conditions, when found, were immediately brought to the attention of the Company concerned. Follow-up inspections showed that suitable corrections had been made in all cases.

The line signal equipment which is inspected by the Division at the present time comprises approximately the following:

- (a) 6,619 signals of which 4,161 are automatic, 2,333 are power interlocking and 125 are mechanical interlocking.
- (b) 4,691 automatic train stops of which 4,603 are power operated and 88 are mechanically operated.
- (c) 287 interlocking plants of which 251 are of the power operated type and 36 are of the mechanically operated type.
- (d) One installation of coded continuous automatic train control.
- (e) 45 installations of highway crossing signals.

The line track switch equipment comprises approximately 2,801 interlocked track switches of which 2,571 are power operated and 230 mechanically operated.

Regulatory—Accidents

Accidents investigated by Division of Signal Engineering

Major accidents (1 or more persons killed)	1
Minor accidents causing detention	9
Derailments	3
Collisions	3

Total number of accidents investigated by Division.... 16

Investigation of the above accidents shows that the signal equipment was involved as a contributing factor to an accident in but one important case, such as derailment or collision. In several cases recommendations were made for the provision of additional protection in order to prevent recurrence.

Engineering and Approval

Dual Subway Contracts and Related Certificates—During the year this Division investigated and passed engineering approval on

proposed signaling and interlocking equipment under contracts Nos. 3 and 4 and Related Certificates, as follows:

	Estimated Cost
Interborough Rapid Transit Company...	\$570,000 00
New York Rapid Transit Corporation....	525,234 65
Total	\$1,095,234 65

all of which have been ordered or approved by the Commission.

During the year this Division also passed engineering approval on actual expenditures (Purchasing Agent's Orders and Contracts) under Contracts Nos. 3 and 4 and Related Certificates as follows:

	Amount
Interborough Rapid Transit Company...	\$188,095 31
New York Rapid Transit Corporation....	743,166 47
Total	\$931,261 78

all of which were approved by the Commission.

During the year the plans for the signaling and interlocking on the Nassau Street Line and on the 14th Street-Eastern Line Extension from 6th to 8th Avenue were approved and subsequently a contract in amount \$268,000 for the installation of this work was awarded to the General Railway Signal Company. The work is to be completed by April 17, 1931.

Case No. 2863—New York Rapid Transit Corporation—On June 8, 1927, the Commission entered a final order requiring the New York Rapid Transit Corporation to equip all unsignaled local tracks with automatic signals and train tripping devices. The approximate total of track mileage involved in this order was 142 miles at the estimated cost of \$9,345,800. The work is to be completed by December 31, 1932, and when completed all tracks on which passenger trains are operated will be suitably protected by automatic signal and trip stop protection.

During 1930, the work scheduled under the order on the Broadway-4th Avenue Line was completed and placed in service on January 5, 1930. The work on this line constitutes approximately 15.5 per cent of the local track mileage required to be signaled by the order.

Work scheduled under this order on the 14th Street-Eastern Line, extending from 6th Avenue, Manhattan, to East New York, was finally completed and placed in service on March 23, 1930. The work on this line constitutes approximately 3.4 per cent of the local track mileage involved in the order.

Work scheduled under this order on the Broadway Elevated Line extending from Essex Street to Eastern Parkway was finally completed and placed in service on November 12, 1930, and rearrangement of the interlocking at Marey Avenue was finally completed and placed in service on December 1, 1930. The work on this line constitutes approximately 4.75 per cent of the local track mileage involved in the order.

Work scheduled under the order on the Jamaica Avenue Elevated Line extending from East New York to Jamaica terminal was started. It is expected this work will be placed in service early in 1931.

Plans for signaling on the Brighton Beach Line were approved and a contract for \$210,000 awarded to the General Railway Signal Company was approved by the Commission on October 8, 1930. The contract provides for completion of the work by April 17, 1931. The work to be done on this line constitutes approximately 9.9 per cent of the local track mileage involved in the order.

The total amount of work, in Case No. 2863, in service at the close of 1930, constitutes 31.5 per cent of the total amount of work involved in this order.

Case No. 2864—Interborough Rapid Transit Company—On June 29, 1927, the Commission entered a final order requiring the Interborough Rapid Transit Company to equip all unsignaled local tracks with signals and train tripping devices. This order required the equipment of approximately 183 miles of track at an estimated cost of \$13,328,400. The work is to be completed by June 30, 1937, and when completed all tracks on which passenger trains are operated will be equipped with automatic train stop protection.

On April 23, 1930, the work called for under this order on the Westchester Avenue (West Farms) Line, portal to West 180th Street was finally completed and placed in service. In connection with the work of installing local track signals on this line the Freeman Street mechanical type interlocking plant was replaced by a modern power interlocking plant and placed in service on April 13, 1930. This work completed represents approximately 3 per cent of the local track mileage involved in the order.

On June 30, 1930, the work called for under this order on the Jerome Avenue Line was completed and placed in service. This work constitutes approximately 5 per cent of the total mileage of local tracks involved in the order. In connection with this work the new Burnside Avenue interlocking plant was completed and placed in service on September 28, 1930.

During the year plans were submitted by the Company covering the installation of signals on the local tracks of the White Plains Road and Pelham Lines. These plans were duly approved by the Chief Engineer. Work has been started on both lines and is approximately 60 per cent complete on the White Plains Road Line and 50 per cent on the Pelham Line. Work scheduled on these two lines constitutes 4.5 per cent of the total local track mileage involved in the order.

The total amount of work, required under the order in this Case, placed in service up to the close of the year 1930 constitutes approximately 16.5 per cent of the total work to be done under the order.

Case No. 2971—Long Island Railroad Company—During the year the Commission concluded the hearings held in order to determine the necessity for installing automatic train stops or equivalent in the Atlantic Avenue tunnels of the Long Island Railroad.

This matter was finally closed by the Company agreeing to install automatic trip type train stops in the tunnel extending from Flatbush Avenue to Nostrand Avenue. The material has been ordered for this work and it is expected that the installation will be completed early in 1931.

DIVISION OF VALUATIONS AND MAINTENANCE

The work of this Division consists of: (1) *Regulatory duties*; which includes investigating and reporting upon matters involving values of physical property; and also work in connection with the Plan of Readjustment, provided for by law; and (2) *Supervisory duties*; required by the provisions of Contracts No. 3 and No. 4 and Related Certificates, involving the checking both in the field and in the office of capital expenditures made by the Operating Companies, which expenditures are included in the Chief Engineer's Determination of Costs.

Dual Subway Contract and Related Certificates

Quarterly statements of capital expenditures as reported to the Commission by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation together with the detail labor and material reports and other supporting data were forwarded to this Division for check as to accuracy, propriety and reasonableness. This work has been completed to cover the quarter ended March 30, 1930, and is in progress with respect to the quarters ended June 30 and September 30, 1930.

Interborough Rapid Transit Company

NEW CAPITAL PROJECTS

During the year there were approximately 24 specific authorizations submitted to this Commission by the Interborough Rapid Transit Company which were examined and approved, covering the installation of equipment on the Subway Division, involving an estimated expenditure of approximately \$800,000.

WORK IN PROGRESS

This work is represented by approximately 100 jobs, showing expenditures for labor and material, engineering and superintendence approximating \$1,700,000.

MAINTENANCE EXPENDITURES

Maintenance expenditures during the year for Subway Division of the Interborough System amounted to approximately \$12,000,000, of which \$5,500,000 was for Way and Structures, and \$6,500,000 for Equipment. For the Manhattan Division, maintenance expenditures amounted to about \$5,500,000, about equally divided between Way and Structures and Equipment.

New York Rapid Transit Corporation**NEW CAPITAL PROJECTS**

During the year, 133 authorizations for new work involving an estimated expenditure of \$1,000,000 were approved.

WORK IN PROGRESS

Work in progress is represented by approximately 240 jobs involving expenditures approximating \$900,000.

General**MANHATTAN ELEVATED STRUCTURE CHANGES**

Work continued during the year on changes in the structure of the Manhattan Elevated Railroad, found necessary on account of changes in street layout approved by the Board of Estimate and Apportionment.

This work, which consists of removal or relocation of structure or stairway columns, is being done by the Interborough Rapid Transit Company under direct supervision of this Commission, and under agreements, prepared by the Commission, approved by the Board of Estimate and Apportionment. Payments are made through vouchers prepared and certified to by this Commission.

The estimated cost of work on projects under way is approximately \$363,500.

DIVISION OF ROLLING STOCK AND ACCIDENTS

This division is composed of a railway engineer, in charge, and a staff of 21, comprising: 3 supervising inspectors of equipment; 13 inspectors of equipment; 1 locomotive boiler inspector; 3 telephone operators; 1 stenographer.

During the year the division kept constantly informed regarding the condition of all rolling stock, amounting approximately to:

6,812	Rapid Transit passenger cars
4,690	Surface line passenger cars
1,251	Trunk line passenger cars
272	Steam locomotives
50	Electric locomotives
830	Buses
874	Service cars
98	Service buses

14,877 Total

The cars are inspected by the companies on a mileage basis of between 800 and 1,000 miles which, on the rapid transit lines, brings the period in time from 3 to 6 days.

All rolling stock was inspected periodically by the division's staff as follows:

8,882	Rapid transit passenger cars
8,808	Surface line passenger cars
1,925	Trunk line passenger cars
794	Steam and Electric locomotives
1,909	Buses
190	Service cars
<hr/>	
22,508	Total

Reports were made, and where defects were noted in the equipment the railroad company concerned was immediately notified and directed to eliminate the defects. Inspectors of this division also investigated the condition of shops, car barns and yards, with a view of facilitating the proper maintenance of rolling stock, and with a view to requiring proper safety measures by the companies.

During 1930 the division investigated 34 companies with respect to defective or noisy equipment and directed the railroad companies to take steps necessary to eliminate the fault.

There were 173 additional surface passenger cars, 85 additional trunk line passenger cars and 85 additional buses placed in service during 1930. A contract was let for 100 surface passenger cars. Nine hundred thirty-five (935) surface cars and 77 buses were retired during the year.

Accidents

During the year several classes of accidents, particularly those of a more serious nature, tended to show a decrease in the proportion to population. The actual number of all classes of accidents, however, has increased materially in recent years. Congestion of the streets with motor vehicle traffic has assumed serious proportions, bringing about an increased number of accidents on surface lines. While collisions between vehicles and trolley cars and buses are numerically more frequent than formerly, the number of accidents compared to the increase in population and the increasing passenger traffic, shows a reduction. This is due to improved mechanical equipment and better instruction to operating men.

Approximately 39,000 reports of accidents and delays occurring on the lines of Railroads, Street Railroads and Bus Lines were received by phone, 126 of which were investigated by this division.

A classified table of accident reports from all companies for 1930 and 1929 follows:

Accidents on All Lines

For 12 Months Ending December 31, 1929

	Surface Lines	Subway & "L" Lines	Trunk Lines	Terminal Lines	Bus Lines	All Companies
Car collisions.....	728	64	11	0	66	869
Persons struck.....	1,590	241	48	1	66	1,946
Vehicles struck.....	30,541	4	273	0	2,637	33,455
Boarding.....	3,106	5,607	203	0	436	9,352
Alighting.....	3,803	3,061	279	0	416	7,559
Electric shocks.....	45	221	66	0	0	332
Derailments.....	2,365	49	112	209	0	2,735
Other accidents.....	14,530	22,951	5,528	119	2,696	45,854
Totals.....	56,708	32,228	6,520	329	6,317	102,102
Injuries—						
Passengers.....	9,731	16,693	1,638	0	1,571	29,633
Employees.....	3,583	7,655	3,811	152	380	15,581
Others.....	4,420	194	746	3	312	5,675
Totals.....	17,734	24,542	6,195	155	2,263	50,889
Serious, included in the above—						
Killed.....	75	135	46	1	1	258
Fractured skulls..	85	58	5	0	4	152
Amputated limbs..	8	10	7	1	0	26
Broken limbs.....	234	217	42	15	5	502
Other serious....	394	87	18	11	20	530
Totals.....	785	507	118	28	30	1,468

For 12 Months Ending December 31, 1930

	Surface Lines	Subway & "L" Lines	Trunk Lines	Terminal Lines	Bus Lines	All Companies
Car collisions.....	646	36	39	0	56	777
Persons struck.....	1,641	251	44	1	80	2,017
Vehicles struck.....	31,661	3	229	0	2,911	34,804
Boarding.....	2,917	6,352	132	0	470	9,871
Alighting.....	3,703	3,287	176	0	434	7,600
Electric shocks....	48	184	56	0	0	288
Derailments.....	1,780	51	128	116	0	2,075
Other accidents....	14,014	24,517	4,366	73	2,827	45,797
Totals.....	56,410	34,681	5,170	190	6,778	103,229
Injuries—						
Passengers.....	9,637	17,645	1,308	0	1,712	30,302
Employees.....	3,199	8,314	2,783	78	302	14,676
Others.....	4,188	248	659	2	353	5,450
Totals.....	17,024	26,207	4,750	80	2,367	50,428
Serious, included in the above—						
Killed.....	50	133	43	1	6	233
Fractured skulls..	78	62	5	0	3	148
Amputated limbs..	10	16	6	2	1	35
Broken limbs.....	254	229	32	7	6	528
Other serious....	356	107	169	13	26	671
Totals.....	748	547	255	23	42	1,615

CHAPTER V

ACCOUNTING DEPARTMENT

The Accounting Department is under the direction of the Chief Accountant, who has a staff of 46 employees. There are three divisions in this department: the Division of Rapid Transit Costs, the Division of Field Audits and the Division of Statistics and Accounts. A general statement of the work done by these divisions during the year follows:

DIVISION OF RAPID TRANSIT COSTS

The most important current work of this division is the audit of capital costs under the Dual Contracts. In connection therewith investigations and reports are made on the accounting classifications of all capital projects prior to the approval of such projects by the Commission. A general audit of all elements of costs reported on work in progress is conducted, with a detailed audit of the Companies' reported costs of real estate, debt discount and expense, general superintendence, taxes and interest.

The purpose of this work is to provide the Commission with the necessary information on which to base its actions in respect of its powers and obligations under the Dual Contracts to supervise all operations of the Companies in contributing toward the cost of constructing and equipping the railroads, to object to any items of the Chief Engineer's determinations and redeterminations of cost with which it may be dissatisfied, and to classify and define, and assign work order numbers to additions to the railroads and equipment.

This division correlates all of the data entering into the Chief Engineer's determinations of cost, including the results of the audit of this division, and compiles it in final form ready for presentation to the Chief Engineer for his approval, and the issuance thereof as his determinations of cost under the contracts.

A similar procedure is followed with respect to reports of cost of the Manhattan Railroad Extensions and Additional Tracks.

A statement of the progress of the work, the amounts of the costs audited and included in the determinations to the end of the year, and a tabulation showing the approximate expenditures of the City of New York and the companies of June 30, 1930, under Contracts Nos. 1, 2, 3, and 4 and the related certificates, follow:

Contract No. 3—Interborough Rapid Transit Company

The audit and compilation of cost for the four quarters of the year July 1, 1928, to June 30, 1929, were completed during the year and the determinations were delivered to the Transit Commission and the Interborough Rapid Transit Company. These determinations did not include a redetermination since the Commission and

the Company entered into a stipulation permitting the Chief Engineer to render them in advance of his redetermination of items of the determinations for the fiscal years ended June 30, 1926, June 30, 1927, and June 30, 1928, to which objections had been filed.

The audit and compilation of cost for the four quarters of the year July 1, 1929, to June 30, 1930, were substantially completed. The printing of these determinations is in progress and it is expected they will be delivered early in 1931.

Report of Cost—Manhattan Railroad Extensions and Additional Tracks

The audit and compilation of cost to June 30, 1929, were completed and the report of cost delivered to the Transit Commission and the Interborough Rapid Transit Company. The report contained the suggestion that the Commission receive it and the reports of cost to June 30, 1922, June 30, 1923, June 30, 1924, June 30, 1925, June 30, 1926, June 30, 1927, and June 30, 1928, as statements from the Interborough Rapid Transit Company supplemental to the reports of cost to March 31, 1922, on which to base the necessary action to determine the cost subsequent to March 31, 1922, and cumulative to June 30, 1929. By stipulation dated November 21, 1930, approved by resolution of the Commission adopted November 26, 1930, the costs as adjusted by the Chief Engineer were agreed upon as the necessary costs to June 30, 1929.

Contract No. 4 and Related Certificates—New York Rapid Transit Corporation

The audit and compilation of cost for the four quarters of the year July 1, 1928, to June 30, 1929, were completed during the year and determinations were delivered to the New York Rapid Transit Corporation and the Transit Commission. The determinations for the four quarters of the year July 1, 1927, to June 30, 1928, included a redetermination of all items of the determination for the four quarters of the year July 1, 1926, to June 30, 1927, to which objections have been filed by the New York Rapid Transit Corporation. The objections related to the charges for interest for moneys provided by the Company. The interest items objected to by the company were redetermined to be as originally determined. The time within which to file objections to the determinations covering the period July 1, 1927, to June 30, 1929, and to serve written notice of the desire to submit the redetermination to arbitration was extended to December 31, 1930, by stipulation. The arbitration of the redetermination of similar interest items of the determinations for the year July 1, 1925, to June 30, 1926, has not yet been had. The time within which the Transit Commission was required to name its arbitrator in this proceeding was extended to and including December 31, 1930.

The audit and compilation of cost for the four quarters of the year, July 1, 1929, to June 30, 1930, were practically completed. The printing of the determinations was in progress before the end of the year and delivery is expected to be made early in 1931.

Joint Operation of Part of Queensboro Subway Line—Interborough Rapid Transit Company, New York Rapid Transit Corporation

The agreements for the joint operation of a portion of the Queensboro Subway Line and its Extension to Flushing, by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation provide that the Chief Engineer of the Commission determine the cost of "Line Equipment" and "Construction" for the portion jointly operated. Such determinations are to be used as the basis of the rentals payable by the New York Rapid Transit Corporation to the Interborough Rapid Transit Company. Determinations of such costs as at the end of each quarter year to June 30, 1929, were completed during the year and delivered to the Companies and the Commission.

Determined Cost of Construction and Cost of Equipment of the City Railroad under Contract No. 3, Including Additions and Extensions — Interborough Rapid Transit Company

Determination Number	Period	Company cost	City cost	Total cost
62nd to 65th	Four quarters of the year ended June 30, 1929.....	\$991,031 79	\$542,794 41	\$1,533,826 20
	Total of determinations previously rendered.....	122,172,868 41	115,609,798 04	237,782,666 45
	Total cost to June 30, 1929, end of 65th quarter.....	<u>\$123,163,900 20</u>	<u>\$116,152,592 45</u>	<u>\$239,316,492 65</u>

Report of Cost — Manhattan Railroad Extensions and Additional Tracks — Interborough Rapid Transit Company

	Period	Adjusted reported cost
Four quarters of the year ended June 30, 1929.....		\$96,681 83
Total of reports previously rendered.....		44,336,509 37
Total of reports of cost as adjusted to June 30, 1929.....		<u>\$44,433,191 20</u>

Determined Cost of Construction and Cost of Equipment of the City Railroad under Contract No. 4 and Company Railroads under the Related Certificates, Including Additions and Extensions (Includes Cost of Construction and Cost of Equipment of the City Railroad, Cost of Reconstruction of Existing Company Railroads and Cost of Additional Tracks and Extensions of Company Lines.)

Determination Number	Period	Company cost	City cost	Total cost
62nd to 65th	Four quarters of the year ended June 30, 1929.....	\$4,695,062 47	\$9,227,491 69	\$13,922,554 16
	Total of determinations previously rendered.....	101,912,417 73	187,657,294 01	289,569,711 74
	Total cost to June 30, 1929, end of 65th quarter.....	<u>\$106,607,480 20</u>	<u>\$196,884,785 70</u>	<u>\$303,492,265 90</u>

Tabulation showing the approximate expenditures to June 30, 1930, made by the City and the Companies in connection with rapid transit lines. The amounts stated under Contracts No. 3 and No. 4 and the Related Certificates are tentative and subject to determination in accordance therewith.

CONTRACTS NO. 1, NO. 2, NO. 3, NO. 4 AND CERTIFICATES RELATED TO CONTRACTS NO. 3 AND NO. 4
City's and Companies' Investment — June 30, 1930

<i>City's Investment —</i>	
Contracts No. 1 and No. 2.....	\$66,650,000
Contract No. 3.....	117,000,000
Contract No. 4.....	202,400,000
Total City.....	(a) <u>\$386,050,000</u>

Companies' Investments —

Interborough Rapid Transit Company:

Contracts No. 1 and No. 2 (City's Railroad)..... (b) \$47,000,000

Contract No. 3 (City's Railroad):

Construction..... \$57,929,000

Equipment for Initial Operation..... 51,573,000

Additions to Construction..... 227,000

Additional Equipment..... 15,039,000

Total, Contract No. 3 (City's Railroad).....

124,768,000

Certificates for Company Lines.....

44,475,000

Total, Interborough Rapid Transit Company..... (Rounded) \$216,243,000

New York Rapid Transit Corporation:

Contract No. 4 (City's Railroad):

Construction..... \$14,226,000

Equipment..... 35,781,000

Additional Equipment..... 15,604,000

Total, Contract No. 4 (City's Railroad)..... \$65,611,000

Reconstruction of Existing Railroads and Additions to Existing

Railroads (Company Owned)..... 27,632,000

Certificates for Company Lines..... 14,549,000

Undistributed Costs..... 738,000

Total New York Rapid Transit Corporation..... (Rounded) \$108,530,000Grand Total, City's and Companies' Investments..... (Rounded) \$710,823,000

NOTES: The above figures for City's investment include expenditures from proceeds of both corporate stock and revenue bonds. The figures for companies' investments under Contracts No. 3 and No. 4 are subject to determination by the Chief Engineer. The figures do not include investments in company owned railroads prior to March 19, 1913.

(a) Includes deficit during temporary operation of about \$18,131,000.

(b) Includes \$10,650,000 excess cost of Contract No. 2 and cost of terminals.

Accounting Classification

The expenditures made by the companies in providing equipment and in expending their contractual contributions to construction are subject to the approval of the Transit Commission and must be accounted for in accordance with rules prescribed by the Commission. The Commission requires that all projects estimated to cost in excess of \$2,000 and all contracts for services running for a longer period than one year be submitted to it for approval. The contracts provide that the Commission approve of all additions and assign a work order number to each project approved. The reports on the classification of proposed expenditures under Contracts No. 3 and No. 4 are made by this division.

Estimates of Depreciation

The provisions of the contracts and the certificates relating to the establishing of depreciation funds for the replacement of properties due to wear and tear, inadequacy, obsolescence or age have probably resulted in more diversity of opinion than any other single provision of the dual contracts and the related certificates. Estimates of theoretical straight line depreciation are prepared in this division each year of the annual and the cumulated depreciation under Contracts Nos. 3 and 4 and the related certificates for the information of the Commission.

Miscellaneous Matters

Numerous investigations and reports on the investments under the Dual System were made during the year. They included, among other matters, reports on the estimated cost of recapture

under Contracts No. 3 and No. 4 and the Related Certificates, and reports on the rentals payable to the City under Contracts Nos. 1 and 2.

DIVISION OF FIELD AUDITS

In order to safeguard the interests of the City of New York, the Division of Field Audits makes a continuous audit of the books, accounts and records of the Interborough Rapid Transit Company and New York Rapid Transit Corporation for the purpose of determining the actual Results of Operation under the Dual System Contracts and Related Certificates, as contrasted with the amounts reported in the statements submitted by the Lessee Companies. Special investigations were conducted by the Division during the year with respect to particular phases of operation; also data was compiled for use in connection with the Plan of Readjustment of transit facilities in the City of New York imposed by Legislative mandate in 1921.

Disputed Items

INTERBOROUGH RAPID TRANSIT COMPANY

As noted in the report of this Division for the year ended December 31, 1929, two agreements were entered into on August 30, 1929, between the Commission and the Interborough Rapid Transit Company, effecting a settlement of the items in dispute with respect to operations under Contract No. 3 (Subway Division) and the Extensions Certificate (Manhattan Elevated Division) up to June 30, 1929. However, the Company has continued the practice of charging to operations under Contract No. 3 and the Extensions Certificate items of a similar nature as those to which the Commission had heretofore filed objections, and there is in course of preparation a report enumerating the disputed items, which will, on completion, be submitted to the Commission for such action as it may deem necessary.

NEW YORK RAPID TRANSIT CORPORATION

The Commission has filed formal objections, amounting to approximately \$4,700,000, affecting Results of Operation under Contract No. 4 Lines up to June 30, 1928. Negotiations have been in progress between the Commission and the New York Rapid Transit Corporation for the settlement and adjustment of these objections, together with charges which are believed to be unwarranted in connection with operations under Contract No. 4 subsequent to that date. If the Commission and the Company fail to reach an agreement as to the settlement of the disputed items, the Division of Field Audits will submit a report to the Commission of the matters in controversy affecting operations subsequent to June 30, 1928, which will constitute the basis for the filing of formal objections by the Commission.

Payments to The City of New York Under Contract No. 3

In accordance with the agreement of August 30, 1929, the Interborough Rapid Transit Company paid to the Comptroller of the City of New York the sum of \$6,291,118.24, in settlement and adjustment of certain disputed items up to June 30, 1929.

The Company made additional payments of \$5,477,626.38, covering reported Results of Operation for the fiscal year ended June 30, 1930, making total payments of \$11,768,744.62, which have been applied to reduce the City's deficit under Contract No. 3.

Depreciation Funds**CONTRACT NO. 3 AND EXTENSIONS CERTIFICATE**

Pursuant to the agreements of August 30, 1929, the Interborough Rapid Transit Company made tentative payments of \$1,000,000 under Contract No. 3, and \$50,000 under the Extensions Certificate, on account of depreciation for the fiscal year ended June 30, 1930. These amounts were definitely fixed by the stipulations of July 30, 1930, between the Commission and the Company; which also provided for tentative payments of \$500,000 under Contract No. 3, and \$50,000 under the Extensions Certificate, for depreciation accruing during the fiscal year ending June 30, 1931.

The total of the depreciation funds under Contract No. 3 at June 30, 1930, was \$3,897,706.44, of which \$3,431,718.77 was invested in securities, leaving a cash balance on hand of \$465,987.67.

The income from depreciation funds for the period September 16, 1929, to June 30, 1930, amounting to \$96,894.04, was included in Revenue under Contract No. 3.

CONTRACT NO. 4

The amount of depreciation under Contract No. 4 for the fiscal year ended June 30, 1930, was fixed at \$800,000, by agreement of July 30, 1930, between the Commission and the New York Rapid Transit Corporation, and a similar amount was tentatively provided for depreciation for the fiscal year ending June 30, 1931.

The total of the depreciation funds under Contract No. 4 at June 30, 1930, was \$6,491,621.30, of which \$6,489,320.15 was invested in securities.

The income from depreciation funds for the fiscal year ended June 30, 1930, amounting to \$325,386.59, was credited to Revenue under Contract No. 4.

MEMBERS OF DEPRECIATION FUND BOARDS*Contract No. 3 and Extensions Certificate—*

Robert Adamson, Chairman; S. W. Seeman, Frank Hedley.

Contract No. 4—

John J. Bennett, Jr., Chairman; W. S. Menden, James B. Walker.

DIVISION OF STATISTICS AND ACCOUNTS

This Division receives, examines and analyzes the monthly, quarterly and annual reports filed by common carriers subject to the jurisdiction of the Transit Commission, together with such other additional information as may be required in connection with the data contained in these reports.

The work of the Division falls into two broad classes: (1) Critical examination of the reports, particularly from the standpoint of the Uniform System of Accounts; (2) compilation of the data contained in the reports.

In connection with the statistical phases of the work, there are prepared: (1) Monthly statements of the results of operation which are distributed to the public in blue-print form; (2) quarterly statements of results of operation together with balance sheets and operating statistics published in pamphlet form; the pamphlets for June and December contains similar information for the fiscal and calendar years respectively, as well as statements of fares collected on each station of the railroad operated respectively by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation; (3) statistical section for the Commission's Annual Report; (4) other annual financial and statistical information.

Special reports and analyses required for the use and information of the Commission were prepared in connection with regulatory matters and, in conjunction with the Division of Field Audits, with matters relating to the Accounting under Contract No. 3 and the Elevated Extensions Certificate, and with Contract No. 4.

Numerous financial and traffic tabulations for the use of public bodies, civic associations and the general public were prepared by the Division of Statistics and Accounts during the year.

The following summary shows the number of passengers carried during the three fiscal years ended June 30, 1928 to 1930 on the rapid transit and street surface lines; also the number of passengers carried by the Hudson and Manhattan Railroad Company and bus lines reporting to the Commission, together with other data pertinent thereto:

	REVENUE PASSENGERS			Increase or (D) Decrease of 1930 over 1929	
	Fiscal year ended June 30			Number	Per Cent
	1928	1929	1930		
Rapid Transit Railways:					
I. R. T.—Subway Division.....	897,693,467	932,446,803	986,672,286	54,225,483	5.82
I. R. T.—Elevated Division.....	351,258,534	348,569,124	347,438,623	D 1,130,501	D 0.32
Total, I. R. T. Co.....	1,248,952,001	1,281,015,927	1,334,110,909	53,094,982	4.14
New York Rapid Transit (B.-M. T.)..	669,552,744	690,829,232	714,433,616	23,604,384	3.42
Total, Rapid Transit.....	1,918,504,745	1,971,845,159	2,048,544,525	76,699,366	3.89
Street Surface Railways:					
Manhattan.....	308,590,199	292,785,270	266,908,884	D 25,876,386	D 8.84
Bronx.....	153,143,745	155,542,239	159,705,687	4,163,448	2.68
Brooklyn.....	479,002,035	474,447,183	457,959,416	D 16,487,767	D 3.48
Queens (excl. B. & Q. T.).....	51,691,870	52,686,161	52,647,427	D 38,734	D 0.07
Richmond.....	10,335,834	9,136,035	8,596,300	D 539,735	D 5.91
Total.....	1,002,763,683	984,596,888	945,817,714	D 38,779,174	D 3.94

Williamsburg Bridge Local Line	17,635,924	15,974,971	14,686,169	D 1,288,802	D 8.07
Total, Street Surface	1,020,399,607	1,000,571,859	960,503,883	D 40,067,976	D 4.00
Total, Rapid Transit and Street Surface	2,938,904,352	2,972,417,018	3,009,048,408	36,631,390	1.23
Hudson & Manhattan R. R. Co.	112,487,043	111,834,120	110,677,083	D 1,157,037	D 1.03
Bus Lines (d)					
Fifth Avenue Coach Co.	67,283,025	61,672,950	58,834,613	D 2,838,337	D 4.60
Surface Transportation Corp.	(a) 7,520,571	36,984,558	39,948,323	2,963,765	8.01
Eastern Parkway, Brownsville & East New York Transit Relief Association, Inc.	9,605,171	10,714,317	11,172,348	458,031	4.27
Nassau Bus Line, Inc.	1,345,879	1,467,804	1,503,209	35,405	2.41
Tompkins Bus Corporation.	(b)	14,486,630	19,657,807	(c) 5,171,177	(c) 35.70
New Dorp Beach Bus Service.	331,771	328,751	346,492	17,741	5.40
Total, Bus (d)	(e) 86,086,417	125,655,010	131,462,792	5,807,782	4.62
Grand Total	3,137,477,812	3,209,906,148	3,251,188,283	41,282,135	1.29

(a) Began operations November 1, 1927.

(b) Figures for 1928 not available.

(c) Large increase is partly due to operation of additional lines during 1930.

(d) Excludes the municipal bus lines which do not report to the Commission. Estimate of this traffic made in 1929 was 107,500,000 passengers.

(e) Excludes the Tompkins Bus Corporation, as figures are not available for 1928.

CHAPTER VI

TARIFF AND FRANCHISE BUREAU

During the year 1930, 507 tariffs or supplements to tariffs were filed with the Transit Commission by steam railroads, street surface railroads, rapid transit companies and bus companies.

Of the aforementioned number of tariffs and supplements received during the year, 84 related to passenger rates on steam railroads, 413 affected freight rates, and 10 affected fares and other changes on street railroads or bus lines.

Tariffs are filed by all operating companies under the jurisdiction of the Commission, in conformity with Section 28 of the Public Service Law, and are carefully examined before going into effect.

Whenever proposed tariffs are found to contain regulations detrimental to the public, or where there is a question regarding them, it is customary for the Commission to suspend their effective date pending a thorough investigation as to their reasonableness. This Commission has power, under Section 29 of the Public Service Law, to suspend the operation of tariff schedules for a period of 120 days.

On January 17, 1930, Charles E. Chalmers was discharged as Receiver of the Second Avenue Railroad Company.

On February 18, 1930, an application was received from the Surface Transportation Corporation for a Certificate of Convenience and Necessity, to operate Route No. 4—Jerome-Bainbridge Line; Route No. 9—Eastchester Road; Route No. 10—Riverdale Avenue. The certificate was authorized on March 13, 1930.

On June 18, 1930, the Brooklyn and Queens Transit Corporation transmitted revised sheets Nos. 1, 42 and 69, cancelling revised sheets No. 1 and original sheets Nos. 42 and 69 of its Local and Joint Passenger Tariff No. 1, effective July 18, 1930, on account of changing routes of Metropolitan Avenue and Wilson Avenue Lines.

On July 17, 1930, the Forty-Second Street, Manhattanville and St. Nicholas Avenue Railway Company made application for approval of declaration of abandonment of the 110th Street Cross-town Line. Order granting application was adopted on September 10, 1930.

On October 29, 1930, trolley car operation on the Fifth Avenue-Mount Vernon Line, of the Westchester Electric Railroad Company, which operates for a distance of 600 feet in New York City, was discontinued and in place of cars, buses were substituted.

On November 28, 1930, the New York Central Railroad Company transmitted tariff schedules increasing the commutation fares 40 per cent and special round-trip fares on an average of 25 per cent on the Harlem, Hudson and Putnam Divisions. These tariffs have been suspended for a period of 120 days. Joint hearings before the Public Service Commission and this Commission are being held.

December 13, the Union Railway Company of New York City filed with this Commission Revised Sheets Nos. 1 and 36 to T. C. N. Y. No. 2 for the extension of the 167th Street Crosstown Line from Westchester Avenue to Colgate Avenue, The Bronx, N. Y., effective January 14, 1931.

This bureau has received and answered by mail, approximately 1,600 requests for information as to the name of railroads operating a particular car or line. Approximately 6,000 requests were received and answered by telephone for the names of companies operating street cars, elevated lines, subways and buses in New York City.

This bureau has complete charge of the mailing lists of the Commission, consisting of about 1,000 names, which are constantly revised; also answering all inquiries from individuals or civic associations for the publications of the Commission.

This bureau also prepares a statement, for the use of the public, giving the railroad and ferry traffic in and out of New York City for the calendar year.

Subpoenas duces tecum, for the production in court of certain tariffs and franchises or other documents, showing the name or corporation operating street cars, elevated lines and subways or buses in the City of New York, were taken care of by this bureau.

CHAPTER VII

TRANSIT COMMISSION EXPENSES

The expenses of the Commission for the year 1930, as thus far ascertained, totaled \$1,018,757.08, and are apportioned as follows:

Paid by the City of New York:

Executive Staff and Department.....	\$57,489 79
Secretary's Office	67,703 59
Law Department	62,695 23
Engineering Department	530,817 55
Accounting Department	161,442 28
Rent, electricity, telephone, etc.....	65,083 49
Supplies	7,025 15
	<hr/>
	\$952,257 08

Paid by the State of New York:

Salaries of Chairman, Commissioners, Coun- sel and Secretary.....	66,500 00
	<hr/>
Total	<u>\$1,018,757 08</u>

As of December 31, 1930, the personnel of the Commission consisted of a total of 295 employees.

During 1930, the Commission held 46 regular meetings, 13 adjourned meetings and 1 joint meeting with the State Division, Department of Public Service.

The Commission held 144 hearings and 21 joint hearings with the State Division, Department of Public Service.

At the meetings, 1,963 items were acted on by the Commission, while in 1929, there were 1,687 items considered by the Commission.

PART II

Statistics of Common Carriers

For the Fiscal Year Ended June 30, 1930

PREPARED BY THE

DIVISION OF STATISTICS AND ACCOUNTS

PREFATORY NOTE

Part II consists of tabulations compiled from the sworn reports filed with the Transit Commission by street-surface, elevated and underground railways, and bus companies for the fiscal year ended June 30, 1930, and by steam railroads for the calendar year ended December 31, 1930.

The information presented in this section has been divided into four chapters as follows:

Chapter I—Comparative Summaries of Street Railways and Other Carriers.

II—General Tables and Abstracts of Reports of Street Railways.

III—Bus Companies.

IV—Steam Railroads.

It should be noted that the general tables in Chapter II exclude statistics of the Hudson and Manhattan Railroad Company. The abstract of the report of this company, however, contains considerably more information than is presented in the abstracts of those companies included in the general tables, so that all pertinent information concerning the financial condition and results of operation of this important underground line is made available for the benefit of the public.

In view of the fact that the preparation and printing of this large mass of information requires a considerable amount of detail work and necessarily consumes much time, the Division of Statistics and Accounts prepares monthly and quarterly summaries of current operations which are available to the public and distributed without charge.

I. SPINRAD, *Chief,*

Division of Statistics and Accounts

F. W. LINDARS,

Chief Accountant

TABLE OF CONTENTS

CHAPTER 1. COMPARATIVE TRANSPORTATION SUMMARIES

	PAGE
TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY SINCE 1860 BY KIND OF ROAD OR CONVEYANCE:	
A. As indicated by number of revenue passengers.....	85
B. As indicated by passenger receipts.....	88
C. As indicated by number of passenger cars owned or leased.....	88
D. As indicated by miles of track.....	90
TABLE 2. GENERAL STREET RAILWAY SUMMARY, YEARS ENDED JUNE 30, 1920-1930.....	92
TABLE 3. ROAD AND TRACK MILEAGE, JUNE 30, 1908-1930:	
A. Length of road and track.....	94
B. Increase in road and track.....	94
C. Length of road or line divided between surface and rapid transit companies.....	95
D. Length of all track divided between surface and rapid transit companies.....	95
E. Distribution by mode of operation.....	96
F. Geographical location of surface and rapid transit railway track.....	97
TABLE 4. STREET RAILWAY POWER PLANTS:	
A. Capacity and output, 1908-1930.....	99
B. Quantity and cost of coal used in power plants, 1915-1930.....	99
TABLE 5. PASSENGER CARS, JUNE 30, 1908-1930:	
A. Number owned or leased, by type of car.....	100
B. Rapid transit cars, by road.....	101
C. Seating capacity.....	101
TABLE 6. NEW YORK CITY STREET RAILWAY TRAFFIC:	
A. Transfer passengers, 1908-1930.....	102
B. Revenue car miles, 1908-1930.....	102
C. Passenger car miles (active), 1908-1930.....	104
D. Car-seat miles (active), 1910-1930.....	104
E. Passenger car hours, 1908-1930.....	106
F. Average maximum number of passenger cars operated per day, 1910-1930.....	106
TABLE 7. STREET RAILWAY CASUALTIES:	
A. Number reported each year, 1908-1930.....	108
B. Fatal accidents reported each year, 1908-1930.....	109
C. Persons killed, distributed as passengers, employees and others, 1908-1930.....	109
D. Average amounts expended in settlements for personal injury claims, 1914-1930.....	110
TABLE 8. OFFICERS, EMPLOYEES AND THEIR COMPENSATION:	
A. Number, by chief occupational groups, 1908-1930.....	111
B. Aggregate compensation, 1908-1930.....	111
C. Distribution of operating payrolls, 1910-1930.....	112
D. Ratio (per cent.) of payrolls to total expense of each department, 1910-1930.....	112
E. Average wages of car-platform men and ticket agents on June 30, 1909-1930.....	113
TABLE 9. FINANCIAL SUMMARY OF STREET RAILWAY OPERATIONS, 1920-1930.....	114
TABLE 10. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1910-1930.....	116
TABLE 11. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1923-1930.....	124

COMPARATIVE TRANSPORTATION SUMMARIES — *Concluded.*

PAGE

TABLE 12. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK RAPID TRANSIT AND ITS PREDECESSOR, THE NEW YORK CONSOLIDATED (LESSEE UNDER CONTRACT No. 4), 1925-1930.....	125
---	-----

TABLE 13. REVENUES AND EXPENSES OF THE INTERBOROUGH SUBWAY DIVISION FOR YEARS ENDED JUNE 30, 1905-1930.....	126
---	-----

TABLE 14. SUMMARY OF OPERATIONS OF HUDSON AND MANHATTAN RAILROAD COMPANY, 1908-1930:	
A. Traffic.....	128
B. Accidents; employees and wages.....	129
C. Operating revenues and expenses.....	129
D. Income.....	129
E. Capital.....	130

TABLE 15. SUMMARY OF OPERATIONS OF FIFTH AVENUE COACH COMPANY, 1909-1930:	
A. Traffic.....	131
B. Accidents; employees and wages.....	131
C. Operating revenues and expenses.....	132
D. Income.....	132
E. Capital.....	133

TABLE 16. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND:	
A. Passenger traffic and passenger car miles in passenger trains of the Long Island Railroad, 1912-1930.....	134
B. Car and passenger movement data for steam road passenger service on Staten Island, 1908-1930.....	135

TABLE 17. NEW YORK CITY FERRY PASSENGER TRAFFIC, 1908-1930.....	136
---	-----

CHAPTER II. GENERAL TABLES AND ABSTRACTS OF REPORTS OF STREET RAILWAYS, 1930

GENERAL TABLES:

I. TRACK MILEAGE OWNED.....	140
II. ROLLING STOCK:	
A. Number of cars available, June 30, 1930, and changes during the year.....	146
B. Seating capacity and average weight of passenger cars.....	148
III. ELECTRIC POWER:	
A. Electric energy produced and fuel consumed by generating stations of street railway companies.....	150
B. Source and disposition of A. C. power.....	151
C. Source and disposition of D. C. power distributed to line and car miles operated thereby.....	152
IV. TRAFFIC STATISTICS: CAR MOVEMENT.....	154
V. TRAFFIC STATISTICS: PASSENGER MOVEMENT.....	160
VI. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY MONTHS:	
A. Revenue passengers.....	162
B. Passenger earnings.....	164
C. Transfers.....	166
D. Revenue car miles.....	168
E. Revenue car hours.....	170
VII. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY ROUTES.....	172
VIII. OPERATING RATIOS:	
A. Per car mile.....	186
B. Proportionate disposition of revenue.....	188
C. Per revenue passenger.....	190
D. Miscellaneous.....	192

GENERAL TABLES — *Continued.*

PAGE

IX. CASUALTIES: PERSONS KILLED OR INJURED AND EXTENT OF INJURY.....	194
X. CLAIMS ON ACCOUNT OF INJURIES:	
A. Damage suits.....	196
B. Settlements according to period of accident.....	198
XI. EMPLOYEES AND WAGES:	
A. Number of officers and employees, by occupational groups, at close of fiscal year.....	200
B. Distribution of total compensation for the fiscal year:	
§ 1. By accounts.....	202
§ 2. By classes of employees.....	204
C. Average hourly rates and number receiving specified rates:	
§ 1. Conductors and guards.....	206
§ 2. Motormen and operators.....	208
D. Classified weekly earnings of employees in specified occupations for the last week in June:	
§ 1. Aggregate by companies.....	210
§ 2. All companies combined, by occupations.....	212
XII. REVENUES FROM STREET RAILWAY OPERATIONS.....	214
XIII. OPERATING EXPENSES:	
A. Summary for all corporations by accounts of class C classification (the least detailed).....	218
B. Complete details for selected corporations.....	230
XIV. TAXES:	
A. Tax charges.....	234
B. Tax payments.....	236
C. Taxes due and unpaid.....	238
XV. CONDENSED INCOME (AND SURPLUS) STATEMENTS:	
A. Operating companies.....	240
B. Lessor and subsidiary companies.....	244
XVI. BALANCE SHEETS:	
A. Summary of condensed statements for operating, lessor and subsidiary companies by systems or groups:	
§ 1. Assets.....	246
§ 2. Liabilities and capital.....	248
B. Condensed statements for operating, lessor and subsidiary companies:	
§ 1. Rapid transit companies.....	250
§ 2. Third Avenue Railway System companies.....	254
§ 3. Other Manhattan companies.....	258
§ 4. Brooklyn surface companies.....	262
§ 5. Queens surface companies.....	266
§ 6. Richmond surface companies.....	270
C. Condensed statements for subsidiary companies of the New York Railways Corporation.....	272
XVII. FIXED CAPITAL:	
A. Summary of figures at beginning of year, changes during year and figures at close of year.....	274
B. Details of figures at close of year:	
§ 1. Rapid transit companies.....	278
§ 2. Third Avenue Railway System companies.....	282
§ 3. Other Manhattan companies.....	284
§ 4. Brooklyn surface companies.....	286
§ 5. Queens surface companies.....	290
§ 6. Richmond surface companies.....	292
§ 7. Summary by systems or groups.....	294

GENERAL TABLES — *Concluded.*

	PAGE
XVIII. MISCELLANEOUS INVESTMENTS HELD AT JUNE 30, 1930.....	298
XIX. ACCRUED AMORTIZATION OF CAPITAL.....	306
XX. CAPITALIZATION (STOCKS, BONDS AND NOTES TO CONTROLLING CORPORATIONS), JUNE 30, 1930:	
A. Summary of total outstanding capitalization.....	308
B. Capital stock.....	310
C. Funded debt.....	312
D. Certificates of indebtedness and other permanent debt (unfunded in form) owing to system companies.....	320
E. Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads..	322
F. Capitalization affected by the issue and retirement of securities during the year.....	323
NOTE REGARDING DEPRECIATION ACCOUNTS.....	331
NOTE REGARDING INVESTMENTS.....	333
ABSTRACTS OF ANNUAL RETURNS (Index at close of volume).....	335

CHAPTER III. BUS COMPANIES, 1930

ABSTRACTS OF ANNUAL RETURNS:

FIFTH AVENUE COACH COMPANY.....	427
NASSAU BUS LINE, INC.....	445
NEW DORP BEACH BUS SERVICE, INC.....	449
SURFACE TRANSPORTATION CORPORATION.....	451
TOMPKINS BUS CORPORATION.....	462

CHAPTER IV. STEAM RAILROAD COMPANIES, 1930

I. SUMMARY OF RETURNS OF LESSOR COMPANIES IN NEW YORK CITY.....	470
II. SUMMARY OF RETURNS OF COMPANIES OPERATING IN NEW YORK CITY:	
A. Physical and operating statistics.....	472
B. Financial data.....	474
III. DETAILS OF OPERATING EXPENSES OF ROADS OPERATING IN NEW YORK CITY:	
A. Class I roads.....	476
B. Class II and III roads.....	478
IV. FREIGHT CARRIED BY STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY.....	479
V. SUBURBAN TRAFFIC:	
A. Long Island Railroad:	
§ 1. Total passengers by classes and commuters by stations.....	480
§ 2. Passenger car mileage.....	483
B. Pennsylvania Railroad passengers in and out of Pennsylvania Terminal (Seventh Avenue).....	484
C. New York Central Railroad (including West Shore).....	486
D. New York, New Haven and Hartford Railroad.....	488
E. New York, Westchester and Boston Railway.....	489
INDEX OF CORPORATIONS.....	491

CHAPTER I

COMPARATIVE SUMMARIES

TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY¹ SINCE 1860 BY KIND OF ROAD OR CONVEYANCE: (A) As indicated by number of revenue passengers

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS, BY BOROUGH					Total
	Manhattan	The Bronx ²	Brooklyn	Queens (excl. B.M.T.)	Richmond	
1860.....	38,455,242		12,374,931			50,830,173
1870.....	114,101,539	1,038,014	37,203,281		121,086	152,463,920
1880.....	148,615,107	1,775,485	77,928,395	1,052,380	213,905	229,585,272
1890.....	215,296,648	3,394,726	109,288,647	2,976,185	287,325	331,243,531
1900.....	360,002,672	21,364,690	204,106,397	11,441,751	6,872,856	603,788,366
1901.....	373,569,677	26,992,990	209,119,668	11,564,062	6,752,416	627,998,813
1902.....	388,947,169	28,020,185	216,594,408	13,719,387	7,119,013	654,400,162
1903.....	396,570,432	30,714,781	223,433,771	15,689,210	7,435,135	673,843,329
1904.....	389,928,464	34,763,809	233,184,407	16,701,653	7,762,677	682,341,010
1905.....	374,554,075	37,124,805	242,780,611	20,533,487	7,743,987	682,736,965
1906.....	391,708,063	39,893,116	265,204,811	25,151,054	8,945,914	730,902,958
1907.....	377,017,192	42,186,533	262,460,253	28,514,743	9,971,652	720,150,373
1908.....	363,292,406	44,237,229	274,766,791	29,797,750	10,966,852	723,061,028
1909.....	357,760,430	50,671,779	275,038,827	30,545,776	11,367,091	725,383,903
1910.....	371,165,696	56,524,261	289,308,085	34,430,074	11,712,623	763,140,739
1911.....	382,046,845	62,777,966	305,977,350	42,515,629	12,301,757	805,619,547
1912.....	395,238,826	67,837,245	322,321,981	45,182,732	12,959,799	843,539,783
1913.....	419,722,253	74,702,309	345,987,401	47,463,382	13,568,066	901,443,411
1914.....	420,662,536	79,652,133	351,905,284	49,973,696	14,011,414	916,205,060
1915.....	415,551,116	81,502,803	354,700,113	52,686,108	14,312,009	918,752,149
1916.....	427,375,547	84,535,737	363,630,177	54,167,403	14,884,534	944,591,698
1917.....	349,788,014	71,153,030	373,079,651	50,906,681	15,238,157	860,165,633
1918.....	371,136,389	79,917,071	360,207,555	43,448,206	15,287,922	869,997,143
1919.....	370,084,711	80,806,261	362,105,288	46,723,575	15,958,198	875,678,033
1920.....	349,772,761	94,141,991	432,936,227	49,562,574	15,007,235	941,420,783
1921.....	384,128,024	107,675,502	418,106,603	51,944,034	15,797,894	977,652,068
1922.....	388,357,767	114,679,520	472,538,028	58,826,451	18,567,125	1,052,968,892
1923.....	383,209,500	119,140,813	490,128,692	59,849,701	19,408,170	1,071,736,871
1924.....	378,667,933	124,374,810	485,615,752	58,976,131	19,740,392	1,067,375,016
1925.....	354,396,834	128,178,112	475,964,483	58,149,148	19,290,165	1,035,978,748
1926.....	335,663,087	133,353,069	474,872,275	56,868,144	16,939,627	1,017,696,202
1927.....	324,297,970	144,610,327	496,306,822	50,949,549	17,133,068	1,033,297,732
1928.....	308,590,199	153,143,745	496,637,959	51,691,870	10,335,834	1,020,399,606
1929.....	292,785,270	155,542,239	490,422,154	52,686,161	9,136,035	1,000,571,857
1930.....	266,908,884	159,705,687	472,645,585	52,647,427	8,596,300	960,503,889
DECENNIAL INCREASE OR (D) DECREASE						
'60-'70... Per cent	75,646,297 196.71	1,038,014	24,828,350 200.63		121,086	101,633,747 199.95
'70-'80... Per cent	34,513,568 30.25	737,471 71.05	40,725,114 109.47	1,052,380	92,819 76.66	77,121,352 50.58
'80-'90... Per cent	66,681,541 44.87	1,619,241 91.20	31,360,252 40.24	1,923,805 182.81	73,420 34.32	101,658,259 44.28
'90-'00... Per cent	144,706,024 67.21	17,969,964 529.35	94,817,750 86.76	8,465,566 284.44	6,585,531 2,292.01	272,544,835 82.28
'00-'10... Per cent	11,163,024 3.10	35,159,571 164.57	85,201,688 41.74	22,988,323 200.92	4,839,767 70.42	159,352,373 26.39
'10-'20... Per cent	D 21,392,935 D 5.76	37,617,730 66.55	143,628,142 49.65	15,132,500 43.95	3,294,612 28.13	178,280,049 23.36
'20-'30... Per cent	D 82,863,877 D 23.69	65,563,696 69.64	39,709,358 9.17	3,084,853 6.22	D 6,410,935 D 42.72	19,083,095 2.03
ANNUAL INCREASE OR (D) DECREASE						
1921..... Per cent	34,355,263 9.82	13,533,516 14.38	D 14,829,624 D 3.43	2,381,460 4.80	790,659 5.27	36,231,274 3.85
1922..... Per cent	4,229,743 1.10	7,004,013 6.50	54,431,425 13.02	6,882,417 13.25	2,769,231 17.53	75,316,829 7.70
1923..... Per cent	D 5,148,267 D 1.33	4,461,293 3.89	17,590,664 3.72	1,023,250 1.74	841,045 4.53	18,767,985 1.78
1924..... Per cent	D 4,541,567 D 1.19	5,233,997 4.39	D 4,512,940 D 0.92	D 873,570 D 1.46	332,222 1.71	D 4,361,858 D 0.41
1925..... Per cent	D 24,271,099 D 6.41	3,803,302 3.06	D 9,651,269 D 1.99	D 826,983 D 1.40	D 450,227 D 2.28	D 31,396,276 D 2.94
1926..... Per cent	D 13,733,747 D 5.29	5,174,957 4.04	D 1,092,208 D 0.23	D 1,281,004 D 2.20	D 2,350,538 D 12.19	D 18,282,540 D 1.76
1927..... Per cent	D 11,365,117 D 3.39	11,257,258 8.44	21,434,547 4.51	D 5,918,595 D 10.41	193,441 1.14	15,601,534 1.53
1928..... Per cent	D 15,707,771 D 4.84	8,533,418 5.90	331,137 0.07	742,321 1.46	D 6,797,234 D 39.67	D 12,898,129 D 1.25
1929..... Per cent	D 15,804,929 D 5.12	2,398,494 1.57	D 6,215,805 D 1.25	994,291 1.92	D 1,199,799 D 11.61	D 19,827,748 D 1.94
1930..... Per cent	D 25,876,386 D 8.84	4,163,448 2.68	D 17,776,569 D 3.62	D 38,734 D 0.07	D 539,735 D 5.91	D 40,067,976 D 4.00

For footnotes, see last page of table.

TABLE 1. Growth of city transit in New York City¹ since 1860 by kind of road

YEAR ENDED JUNE 30	RAPID TRANSIT RAILWAYS			
	INTERBOROUGH RAPID TRANSIT ²		Brooklyn-Manhattan Transit elevated-subway division	Total
	Elevated division (Manhattan Ry., lessor)	Subway division (City of New York, lessor) ³		
1860.....				
1870.....				
1880.....	60,831,757			60,831,757
1890.....	189,974,848		47,931,181	237,906,029
1900.....	184,164,110		58,400,582	242,564,692
1901.....	190,045,741		63,300,247	253,345,988
1902.....	215,259,345		69,330,457	284,589,802
1903.....	246,587,022		80,337,132	326,924,154
1904.....	286,634,195		97,009,705	383,643,900
1905.....	266,381,930	72,722,890	109,140,911	448,245,731
1906.....	257,796,754	137,919,632	125,221,831	520,938,217
1907.....	282,924,273	166,363,611	145,943,131	595,231,015
1908.....	282,845,864	200,439,776	147,290,017	630,575,657
1909.....	276,250,196	238,430,146	148,161,045	662,841,387
1910.....	293,826,280	268,962,115	162,493,801	725,282,196
1911.....	301,449,292	276,704,796	167,371,328	745,525,416
1912.....	304,270,841	302,973,856	172,195,229	779,439,926
1913.....	306,845,006	327,471,510	175,246,512	809,563,028
1914.....	311,473,568	340,413,103	185,060,735	836,947,406
1915.....	301,792,517	345,585,749	182,535,897	829,914,163
1916.....	312,246,796	371,505,318	207,098,269	890,850,383
1917.....	349,380,093	414,193,992	226,515,512	990,089,597
1918.....	352,660,669	418,337,666	258,167,313	1,029,165,648
1919.....	348,188,600	461,147,058	308,879,791	1,118,215,449
1920.....	369,034,477	586,098,633	376,782,635	1,331,915,745
1921.....	374,293,051	639,385,780	404,970,640	1,418,649,471
1922.....	348,517,216	644,975,474	444,747,229	1,438,239,919
1923.....	348,524,700	676,650,431	480,900,870	1,506,076,001
1924.....	359,410,056	714,933,187	537,194,829	1,611,538,072
1925.....	352,723,553	736,820,672	591,256,029	1,680,800,254
1926.....	346,204,574	784,280,073	621,251,881	1,751,736,528
1927.....	359,019,660	814,626,596	656,543,693	1,830,189,949
1928.....	351,258,534	897,693,467	669,552,744	1,918,504,745
1929.....	348,569,124	932,446,803	690,829,232	1,971,845,159
1930.....	347,438,623	986,672,286	714,433,616	2,048,544,525
DECENNIAL INCREASE				
'60-'70.....				
Per cent.....				
'70-'80.....	60,831,757			60,831,757
Per cent.....				
'80-'90.....	129,143,091		47,931,181	177,074,272
Per cent.....	212.30			291.09
'90-'00.....	D 5,810,738		10,469,401	4,658,663
Per cent.....	D 3.06		21.84	1.96
'00-'10.....	109,662,170	268,962,115	104,093,219	482,717,504
Per cent.....	59.55		178.24	199.01
'10-'20.....	75,208,197	317,136,518	214,288,834	606,633,549
Per cent.....	25.60	117.91	131.88	83.64
'20-'30.....	D 21,595,854	400,573,653	337,650,981	716,628,780
Per cent.....	D 5.85	68.35	89.61	53.80
ANNUAL INCREASE				
1921.....	5,258,574	53,287,147	28,188,005	86,733,726
Per cent.....	1.42	9.09	7.48	6.51
1922.....	D 25,775,835	5,589,694	39,776,589	19,590,448
Per cent.....	D 6.89	0.87	9.82	1.38
1923.....	7,484	31,674,957	36,153,641	67,836,082
Per cent.....	0.00	4.91	8.13	4.72
1924.....	10,885,356	38,282,756	56,293,959	105,462,071
Per cent.....	3.12	5.66	11.71	7.00
1925.....	D 6,686,503	21,887,485	54,061,200	69,262,182
Per cent.....	D 1.86	3.06	10.06	4.30
1926.....	D 6,518,979	47,459,401	29,995,852	70,936,274
Per cent.....	D 1.85	6.44	5.07	4.22
1927.....	12,815,086	30,346,523	35,291,812	78,453,421
Per cent.....	3.70	3.87	5.68	4.48
1928.....	D 7,761,126	83,066,871	13,009,051	88,314,796
Per cent.....	D 2.16	10.20	1.98	4.83
1929.....	D 2,680,410	34,753,336	21,276,488	53,340,414
Per cent.....	D 0.77	3.87	3.18	2.78
1930.....	D 1,130,501	54,225,483	23,604,384	76,699,366
Per cent.....	D 0.32	5.82	3.42	3.89

For footnotes, see last page of table.

or conveyance: (A) As indicated by number of revenue passengers — Concluded

STREET SURFACE AND RAPID TRANSIT RAILWAYS		Hudson & Manhattan ⁴	Bus companies ⁵	Staten Island steam roads ⁶	Total of foregoing	YEAR ENDED JUNE 30
Total	Per capita					
50,830,173	43	—	—	63,641	—	1860
152,463,920	103	—	—	336,706	—	1870
290,417,029	152	—	—	390,151	—	1880
569,149,560	218	—	N. R.	6,539,318	—	1890
846,353,058	246	—	N. R.	4,439,506	—	1900
881,344,801	248	—	1,979,603	4,212,303	887,536,707	1901
938,989,964	256	—	1,749,623	4,238,630	944,978,217	1902
1,000,767,483	265	—	1,742,773	4,302,858	1,006,813,114	1903
1,065,984,910	274	—	1,386,043	4,586,182	1,071,957,135	1904
1,130,982,696	283	—	1,337,848	4,724,041	1,137,044,585	1905
1,251,841,175	301	—	1,315,330	5,161,134	1,258,317,639	1906
1,315,381,388	305	—	1,214,598	5,944,696	1,322,540,682	1907
1,353,636,685	303	4,363,722	1,753,782	5,649,116	1,365,403,305	1908
1,388,225,290	301	14,192,352	3,609,304	5,237,373	1,411,264,319	1909
1,488,422,935	312	42,839,979	6,305,175	6,014,928	1,543,583,017	1910
1,551,144,963	320	52,756,434	5,997,372	6,218,316	1,616,117,085	1911
1,622,979,709	329	57,934,226	6,339,072	6,461,635	1,693,714,642	1912
1,711,006,439	341	58,870,069	8,884,534	6,636,336	1,785,397,378	1913
1,753,152,466	343	60,051,890	11,276,430	6,979,126	1,831,459,912	1914
1,748,666,312	337	58,966,414	14,050,471	6,943,302	1,828,626,499	1915
1,835,442,081	348	63,293,534	16,223,042	7,563,066	1,922,521,723	1916
1,850,255,250	345	68,556,999	22,157,764	8,378,779	1,949,348,772	1917
1,899,162,791	349	76,348,998	26,360,801	9,269,902	2,011,142,492	1918
1,993,893,482	360	86,050,815	36,983,726	10,204,511	2,127,132,534	1919
2,273,336,533	405	92,250,836	43,086,057	13,011,958	2,421,685,384	1920
2,396,301,533	417	95,607,645	51,812,760	11,181,785	2,554,903,723	1921
2,491,208,810	424	99,104,889	53,302,193	10,686,439	2,654,302,331	1922
2,577,812,877	429	103,390,911	56,874,110	11,130,382	2,749,208,280	1923
2,678,913,090	436	107,213,936	58,028,341	11,828,314	2,855,983,681	1924
2,716,778,966	433	107,918,242	68,713,208	12,443,909	2,905,854,355	1925
2,769,432,730	432	108,826,762	77,941,930	13,000,311	2,969,201,733	1926
2,863,487,685	438	112,318,329	82,031,455	13,384,913	3,071,222,382	1927
2,938,904,352	441	112,487,043	86,086,417	13,569,054	3,151,046,866	1928
2,972,417,018	437	111,834,120 ⁸	125,655,010	14,783,080	3,224,689,228	1929
3,009,048,408	434	110,677,083 ⁹	123,379,692	14,318,178	3,257,423,361	1930

OR (D) DECREASE

101,633,747	60	—	—	273,065	—	'60-'70
199.95	140	—	—	429.07	—	Per cent
137,953,109	49	—	—	53,445	—	'70-'80
90.48	48	—	—	15.87	—	Per cent
278,732,531	66	—	—	6,149,167	—	'80-'90
95.98	43	—	—	1,576.10	—	Per cent
277,203,498	28	—	N. R.	D 2,099,812	—	'90-'00
48.70	13	—	—	D 32.11	—	Per cent
642,069,877	66	42,839,979	N. R.	1,575,422	—	'00-'10
75.86	27	—	—	35.49	—	Per cent
784,913,598	93	49,410,857	36,780,882	6,997,030	878,102,367	'10-'20
52.73	30	115.34	583.34	116.33	56.89	Per cent
735,711,875	29	18,426,247	80,293,635	1,306,220	835,737,977	'20-'30
32.36	7	19.97	186.36	10.04	34.51	Per cent

OR (D) DECREASE

122,965,000	12	3,356,809	8,726,703	D 1,830,173	133,218,339	1921
5.41	3	3.64	20.25	D 14.07	5.50	Per cent
94,907,277	7	3,497,244	1,489,433	D 495,346	99,398,608	1922
3.96	2	3.66	2.87	D 4.43	3.89	Per cent
86,604,067	5	4,286,022	3,571,917	443,943	94,905,949	1923
3.48	1	4.32	6.70	4.15	3.58	Per cent
⁷ 101,100,213	7	3,823,025	1,154,231	697,932	106,775,401	1924
¹ 3.92	2	3.70	2.03	6.27	3.88	Per cent
⁷ 37,865,906	D 3	704,306	10,684,867	615,595	49,870,674	1925
¹ 1.41	D 1	0.66	18.41	5.20	1.75	Per cent
⁷ 52,653,734	D 1	908,520	9,228,722	556,402	63,347,378	1926
¹ 1.94	D 0	0.84	13.43	4.47	2.18	Per cent
94,054,955	6	3,491,567	4,089,525	384,602	102,020,649	1927
3.40	1	3.21	5.25	2.96	3.44	Per cent
75,416,667	3	168,714	4,054,962	184,141	79,824,484	1928
2.63	1	0.15	4.94	1.38	2.60	Per cent
33,512,666	D 4	D 652,923	39,568,593	1,214,026	73,642,362	1929
1.14	D 1	D 0.58	⁸ 45.96	8.95	2.34	Per cent
36,631,390	D 3	D 1,157,037 ⁹	D 2,275,318	D 464,902	32,734,133	1930
1.23	D 1	D 1.03	⁹ D 1.81	D 3.14	1.02	Per cent

TABLE 1. Growth of city transit in New York City¹ since 1860 by

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS OF —				INTERBOROUGH RAPID TRANSIT	
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond	Elevated division (Manhattan Ry., lessor)	Subway division (City of New York, lessor) ³
1860.....	\$1,962,677		\$603,161			
1870.....	6,743,013	\$72,661	2,163,995	\$11,188		
1880.....	7,056,503	124,284	4,159,289	16,043	\$4,575,431	
1890.....	10,761,792	180,378	5,395,482	14,142	9,498,742	
1900.....	18,221,226	1,008,082	10,468,309	341,621	9,123,076	
1910.....	18,558,285	2,806,588	15,633,896	584,272	14,684,845	\$13,435,535
1911.....	19,092,821	3,109,570	16,850,241	613,411	15,063,327	13,818,943
1912.....	19,754,426	3,348,522	17,820,829	646,178	15,203,210	15,129,819
1913.....	20,518,189	3,691,090	18,928,665	676,357	15,331,593	16,352,766
1914.....	20,233,123	3,945,313	19,152,532	698,373	15,562,365	16,998,704
1915.....	19,807,083	4,032,455	19,336,698	713,276	15,078,231	17,256,315
1916.....	20,286,073	4,181,970	19,799,585	741,767	15,600,991	18,550,565
1917.....	16,689,755	3,526,241	20,149,166	759,923	17,458,510	20,689,283
1918.....	17,688,511	3,964,433	19,212,252	762,395	17,620,570	20,898,226
1919.....	17,688,797	4,020,248	19,540,931	795,992	17,402,061	23,043,791
1920.....	17,298,167	4,699,839	23,702,952	785,721	18,449,572	29,299,777
1921.....	19,123,468	5,383,775	22,738,846	1,087,855	18,714,653	31,969,289
1922.....	19,423,375	5,733,976	25,774,355	1,209,474	17,425,861	32,248,774
1923.....	19,146,416	5,957,041	26,682,687	1,255,630	17,424,199	33,830,663
1924.....	18,917,496	6,218,740	26,699,782	1,271,201	17,970,503	35,746,659
1925.....	17,683,161	6,408,906	26,509,880	1,228,001	17,636,178	36,841,034
1926.....	16,742,892	6,667,654	26,381,059	1,073,103	17,310,229	39,214,003
1927.....	16,182,918	7,230,516	26,590,260	1,098,220	17,950,983	40,731,330
1928.....	15,382,896	7,657,187	26,697,923	777,534	17,562,927	44,884,673
1929.....	14,599,172	7,777,112	26,480,852	702,040	17,428,456	46,622,340
1930.....	13,320,621	7,985,284	25,776,705	657,439	17,371,931	49,333,614
DECENNIAL INCREASE						
'60-'70.....	\$4,780,336	\$72,661	\$1,560,834	\$11,188		
'70-'80.....	313,490	51,623	1,995,294	4,855	\$4,575,431	
'80-'90.....	3,705,289	56,094	1,236,193	D 1,901	4,923,311	
'90-'00.....	7,459,434	827,704	5,072,917	327,479	D 375,666	
'00-'10.....	337,059	1,798,506	5,165,497	242,651	5,561,769	\$13,435,535
'10-'20.....	D 1,260,118	1,893,251	8,069,056	201,449	3,764,727	15,864,242
'20-'30.....	D 3,977,546	3,285,445	2,073,753	D 128,282	D 1,077,641	20,033,837
(C) As indicated by number of						
1860.....	453		209			
1870.....	1,075	17	603	8		
1880.....	1,562	35	1,524	13	542	
1890.....	2,365	76	2,684	22	947	
1900.....	3,524	433	3,783	168	1,122	
1910.....	3,195	936	3,388	193	1,667	917
1911.....	3,495	495	3,438	193	1,748	1,130
1912.....	3,406	551	3,455	193	1,782	1,144
1913.....	3,243	690	3,463	193	1,781	1,144
1914.....	3,263	746	3,594	192	1,780	1,143
1915.....	3,155	776	3,548	224	1,775	1,152
1916.....	3,121	740	3,553	224	1,880	1,520
1917.....	3,145	721	3,553	220	2,249	1,241
1918.....	2,932	681	3,510	220	2,248	1,584
1919.....	2,932	682	3,507	215	2,217	1,806
1920.....	2,632	713	3,795	152	2,213	1,816
1921.....	2,752	579	3,777	214	2,213	1,935
1922.....	2,655	646	3,713	240	2,213	1,935
1923.....	2,610	611	3,760	240	2,213	1,953
1924.....	2,536	699	3,861	167	2,201	2,035
1925.....	1,959	693	3,668	170	2,194	2,211
1926.....	1,811	675	3,491	149	2,190	2,282
1927.....	1,706	539	3,413	136	2,187	2,282
1928.....	1,647	557	3,315	63	2,172	2,281
1929.....	1,533	573	3,287	63	2,160	2,280
1930.....	1,563	547	2,377	68	2,169	2,280
DECENNIAL INCREASE						
'60-'70.....	622	17	394	8		
'70-'80.....	487	18	921	5	542	
'80-'90.....	803	41	1,160	9	405	
'90-'00.....	1,159	357	1,099	146	175	
'00-'10.....	D 329	503	D 395	25	545	917
'10-'20.....	D 563	D 223	407	D 41	546	899
'20-'30.....	D 1,069	D 166	D 1,418	D 84	D 44	464

For footnotes, see last page of table.

kind of road or conveyance: (B) As indicated by passenger receipts

Brooklyn Manhattan Transit elevated- subway division	TOTAL STREET RAILWAYS		Hudson & Manhattan ⁴	Bus companies ⁵	Staten Island steam roads ⁶	YEAR ENDED JUNE 30
	Absolute amount	Per capita *				
.....	\$2,565,838	\$2.18	.....	.....	\$15,672	.....1860
.....	8,990,857	6.08	.....	.....	78,584	.....1870
.....	15,931,550	8.33	.....	.....	79,167	.....1880
\$2,570,660	28,421,196	10.90	.....	N. R.	432,710	.....1890
¹⁰ 2,841,205	42,003,609	12.22	.....	N. R.	323,518	.....1900
¹¹ 8,128,308	73,831,729	15.49	\$2,141,999	\$603,020	472,637	.....1910
¹¹ 8,375,799	76,924,112	15.85	2,637,822	599,737	487,407	.....1911
¹¹ 8,618,021	80,521,005	16.31	3,163,794	633,907	501,455	.....1912
¹¹ 8,771,309	84,269,969	16.78	3,448,390	888,453	527,029	.....1913
¹¹ 9,262,675	85,853,085	16.81	3,508,177	1,127,643	546,564	.....1914
¹¹ 9,126,795	85,350,853	16.43	3,432,159	1,405,047	553,206	.....1915
¹¹ 10,354,913	89,514,964	16.96	3,661,252	1,622,304	591,666	.....1916
¹¹ 11,330,426	90,603,304	16.89	3,947,612	2,221,935	660,988	.....1917
¹¹ 12,913,016	93,059,403	17.08	4,334,822	2,648,270	821,574	.....1918
¹¹ 15,448,639	97,940,459	17.70	5,268,714	3,732,078	939,466	.....1919
18,842,994	113,079,022	20.12	5,807,935	4,360,455	1,169,248	.....1920
20,250,842	119,268,728	20.74	7,118,050	5,252,760	1,228,536	.....1921
22,237,363	124,053,178	21.09	7,358,639	5,376,425	1,210,702	.....1922
24,045,043	128,341,679	21.34	7,640,864	5,675,398	1,252,701	.....1923
26,859,741	133,684,122	21.76	7,985,160	5,785,378	1,322,191	.....1924
29,562,801	135,869,961	21.65	8,077,924	6,850,120	1,416,139	.....1925
31,062,594	138,451,534	21.61	8,137,645	7,400,263	1,480,069	.....1926
32,827,185	142,611,412	21.81	8,416,881	7,655,662	1,515,979	.....1927
33,477,638	146,440,778	21.96	8,394,519	7,702,732	1,507,346	.....1928
34,541,462	148,151,434	21.79	8,287,728	⁸ 9,416,400	1,602,113	.....1929
35,721,681	150,167,275	21.67	8,150,106	⁹ 9,142,833	1,534,074	.....1930

OR (D) DECREASE

.....	\$6,425,019	\$3.90	.....	.....	\$62,912	.....'60-'70
.....	6,940,693	2.25	.....	.....	583	.....'70-'80
\$2,570,660	12,489,646	2.57	.....	.....	353,543	.....'80-'90
270,545	13,582,413	1.32	.....	N. R.	D 109,192	.....'90-'00
5,287,103	31,828,120	3.27	\$2,141,999	N. R.	149,119	.....'00-'10
10,714,686	39,247,293	4.63	3,665,936	\$3,757,435	696,611	.....'10-'20
16,878,687	37,088,253	1.55	2,342,171	4,782,378	364,826	.....'20-'30

passenger cars owned or leased

.....	662	56	.....	.....	6	.....1860
.....	1,703	115	.....	.....	8	.....1870
.....	3,676	192	.....	.....	10	.....1880
491	6,585	253	.....	N. R.	64	.....1890
657	9,687	282	.....	72	101	.....1900
928	11,224	235	140	61	93	.....1910
928	11,427	236	190	80	93	.....1911
928	11,459	232	226	81	91	.....1912
934	11,448	228	226	105	91	.....1913
951	11,669	228	226	125	91	.....1914
1,029	11,659	224	226	133	91	.....1915
1,154	12,192	231	226	132	91	.....1916
1,228	12,357	230	226	183	91	.....1917
1,375	12,550	230	226	252	91	.....1918
1,417	12,776	231	226	283	91	.....1919
1,514	12,835	228	226	274	91	.....1920
1,658	13,128	228	251	289	106	.....1921
1,814	13,216	225	251	296	118	.....1922
1,807	13,194	219	276	305	141	.....1923
1,807	⁷ 13,306	217	301	376	99	.....1924
1,855	⁷ 12,750	203	301	418	114	.....1925
1,807	⁷ 12,405	194	301	553	100	.....1926
1,826	12,089	185	301	626	100	.....1927
1,869	11,904	179	305	716	100	.....1928
1,918	11,823	174	325	⁸ 751	95	.....1929
1,845	10,849	157	325	⁹ 860	95	.....1930

OR (D) DECREASE

.....	1,041	59	.....	.....	2	.....'60-'70
.....	1,973	77	.....	.....	2	.....'70-'80
491	2,909	61	.....	.....	54	.....'80-'90
166	3,102	29	.....	N. R.	37	.....'90-'00
271	1,537	D 47	140	D 11	D 8	.....'00-'10
586	1,611	D 7	86	213	D 2	.....'10-'20
331	D 1,986	D 71	99	586	4	.....'20-'30

TABLE 1. Growth of city transit in New York City¹ since 1860 by

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS OF —				City- owned bridge track (surface companies) ¹²	Total street surface
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond		
1860.....	67.88		79.79			147.67
1870.....	139.26	10.00	193.92	7.50		350.68
1880.....	183.29	6.51	339.26	8.00		537.06
1890.....	244.50	21.48	360.47	10.10		636.55
1900.....	281.83	96.91	560.54	59.62	3.60	1,002.50
1910.....	310.85	181.90	¹³ 640.48	65.63	14.72	1,213.58
1911.....	306.20	188.47	¹³ 681.44	65.63	14.72	1,256.46
1912.....	297.69	206.93	¹³ 682.43	68.24	18.07	1,273.36
1913.....	295.86	211.57	¹³ 695.07	65.98	20.34	1,288.82
1914.....	295.83	223.42	¹³ 701.06	65.98	20.69	1,306.98
1915.....	297.94	217.70	¹³ 705.16	65.78	23.59	1,310.17
1916.....	299.87	219.17	¹³ 713.35	65.89	19.26	1,317.54
1917.....	298.54	219.34	¹³ 721.08	65.89	18.72	1,323.57
1918.....	295.71	217.18	¹³ 728.87	65.89	18.80	1,326.45
1919.....	288.09	212.70	¹³ 758.89	65.89	18.80	1,344.37
1920.....	287.13	214.37	757.47	65.89	19.30	1,344.16
1921.....	277.60	215.90	755.01	65.89	19.34	1,333.74
1922.....	270.38	194.05	713.01	65.89	15.90	1,259.23
1923.....	268.01	194.59	711.47	65.89	15.90	1,255.86
1924.....	263.26	190.27	708.46	65.89	15.90	1,243.78
1925.....	248.16	190.58	704.93	65.89	15.90	1,225.46
1926.....	247.18	191.25	665.56	65.89	15.90	1,185.78
1927.....	247.32	186.39	663.33	65.89	15.90	1,178.83
1928.....	242.95	186.63	661.08	37.14	15.90	1,143.70
1929.....	241.44	184.92	636.21	36.27	15.90	1,114.74
1930.....	237.35	184.56	634.48	36.27	13.37	1,106.03
ABSOLUTE INCREASE						
'60-'70.....	71.38	10.00	114.13	7.50		203.01
'70-'80.....	44.03	D 3.49	145.34	0.50		186.38
'80-'90.....	61.21	14.97	21.21	2.10		90.49
'90-'00.....	37.33	75.43	200.07	49.52	3.60	365.95
'00-'10.....	29.02	84.99	79.94	6.01	11.12	211.08
'10-'20.....	D 23.72	32.47	116.99	0.26	4.58	130.58
'20-'30.....	D 49.78	D 29.81	D 122.99	D 29.62	D 5.93	D 238.13
PER CENT INCREASE						
'60-'70.....	105.16	—	143.04	—		137.48
'70-'80.....	31.62	D 34.90	74.95	6.67		53.15
'80-'90.....	33.40	229.95	6.25	26.25		18.52
'90-'00.....	15.27	351.16	55.50	490.30		57.49
'00-'10.....	10.30	87.70	14.26	10.08	308.89	21.06
'10-'20.....	D 7.63	17.85	18.27	0.40	31.11	10.76
'20-'30.....	D 17.34	D 13.91	D 16.24	D 44.95	D 30.73	D 17.72

NOTE.—The data used in this table are presented as compiled for the given year without regard to later corrections. Numbers of passengers and passenger receipts are currently recorded with sufficient accuracy for purposes of comparison from year to year. Data for track mileage and number of cars, however, are subject to modification or correction on account of remeasurement or reclassification, and these factors must be considered in any comparison.

¹ Present corporate limits. The table includes all operating companies and all their lessor and subsidiary companies now reporting to the Transit Commission, all predecessors of such companies, and all companies formerly reporting to the Transit Commission or its predecessors.

² Includes the Westchester Electric.

³ Opened October 27, 1904.

⁴ Opened February 26, 1908.

⁵ Exclusive of municipally-operated buses, which do not report to the Transit Commission. Includes Brooklyn Bus Corp., from Dec. 15, 1929; Fifth Avenue Coach, for all years; City Island Motor Bus, from Sept. 4, 1916 to April 14, 1922; Nassau Bus, from 1923; Eastern Parkway, Brownsville & East New York Transit Relief Assn., from Aug. 28, 1925 to June 30, 1929 (see note 9); New Dorp Beach Bus, from Sept. 3, 1926; Surface Transportation, from Nov. 1, 1927; and Tompkins Bus Corp. from July 1, 1928 (operation was begun during April, 1925, but no Certificate of Convenience was obtained from this Commission until May 16, 1928).

⁶ From 1918, the figures for the Staten Island steam roads are for the calendar year.

⁷ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

⁸ Tompkins Bus Corp. included in 1929 for the first time; see note 5 above.

⁹ Exclusive of Eastern Parkway, Brownsville & East New York Transit Relief Assn., which failed to file returns for 1930. The number of passengers carried by this company in 1929 was 10,714,317; passenger receipts, \$531,520; and passenger buses owned, 27.

kind of road or conveyance: (D) As indicated by miles of track

INTERBOROUGH RAPID TRANSIT		Brooklyn-Manhattan Transit elevated-subway division	TOTAL STREET RAILWAYS		Hudson & Manhattan ⁴	Staten Island steam roads ⁶	YEAR ENDED JUNE 30
Elevated division (Manhattan Railway, lessor)	Subway division (City of New York, lessor) ³		Absolute number	Per 100,000 population			
.....	.....	.....	147.67	12.57	.....	13.33	.....1860
.....	.....	.....	350.68	23.73	.....	13.33	.....1870
79.35	.....	.....	616.41	32.24	.....	13.66	.....1880
94.05	.....	111.33	841.93	32.29	.....	41.40	.....1890
109.59	.....	110.73	1,222.82	35.58	.....	56.14	.....1900
118.03	81.94	¹³ 169.10	1,582.65	33.20	13.08	81.51	.....1910
118.00	85.31	¹³ 169.43	1,629.20	33.58	17.54	84.48	.....1911
118.00	85.36	¹³ 170.81	1,647.53	33.37	18.77	89.04	.....1912
118.00	85.34	¹³ 173.72	1,665.88	33.17	18.77	89.04	.....1913
117.98	85.34	¹³ 176.55	1,686.85	33.02	18.77	93.25	.....1914
117.98	87.87	¹³ 195.49	1,711.51	32.96	18.77	94.66	.....1915
129.64	88.15	¹³ 221.51	1,756.84	33.28	18.77	96.78	.....1916
129.64	136.62	¹³ 231.06	1,820.89	33.95	18.77	102.07	.....1917
134.32	142.17	¹³ 244.76	1,847.70	33.91	18.77	108.75	.....1918
135.29	195.13	¹³ 236.45	1,911.24	34.53	18.77	109.74	.....1919
135.18	201.26	244.06	1,924.66	34.25	18.77	109.80	.....1920
140.51	232.64	259.25	1,966.14	34.19	18.77	109.62	.....1921
140.51	232.63	276.57	1,908.94	32.45	18.77	109.58	.....1922
140.51	233.85	278.73	1,908.95	31.75	18.77	110.32	.....1923
138.63	240.05	285.67	1,908.13	31.06	18.77	110.23	.....1924
138.63	244.33	286.10	1,894.52	30.19	18.77	110.66	.....1925
138.63	247.22	287.25	1,858.88	29.02	18.77	112.53	.....1926
138.63	249.39	288.84	1,855.69	28.39	18.77	112.17	.....1927
138.63	262.35	295.28	1,839.96	27.59	18.77	112.23	.....1928
138.63	262.99	308.81	1,825.17	26.84	18.77	112.04	.....1929
138.63	262.91	305.59	1,813.16	26.16	18.77	112.74	.....1930

OR (D) DECREASE

.....	.....	.....	203.01	11.16	.....	.....	'60-'70
79.35	.....	.....	265.73	8.51	.....	0.33	'70-'80
14.70	.....	111.33	225.52	0.05	.....	27.74	'80-'90
15.54	.....	D 0.60	380.89	3.29	.....	14.74	'90-'00
8.44	81.94	58.37	359.83	D 2.38	13.08	25.37	'00-'10
17.15	119.32	74.96	342.01	1.05	5.69	28.29	'10-'20
3.45	61.65	61.53	D 111.50	D 8.09	.....	2.94	'20-'30

OR (D) DECREASE

.....	.....	.....	137.48	88.78	.....	.....	'60-'70
.....	.....	.....	75.78	35.86	.....	2.48	'70-'80
18.53	.....	.....	36.59	0.16	.....	203.07	'80-'90
16.52	.....	D 0.54	45.24	10.19	.....	35.60	'90-'00
7.70	.....	52.71	29.43	D 6.69	.....	45.19	'00-'10
14.53	145.62	44.33	21.61	3.16	43.50	34.71	'10-'20
2.55	30.63	25.21	D 5.79	D 23.62	.....	2.68	'20-'30

¹⁰ The receipts for 1900 for the B.-M. T. (then B. R. T.) system have been divided between the street surface and elevated divisions on the basis of an estimated proportion of 75 per cent for the former and 25 per cent for the latter.

¹¹ The 1910-1915 figures differ slightly from those shown in Reports prior to 1916, because of a change in the basis of approximation. The figures formerly used included under B.-M. T. elevated, the New York Rapid Transit (or predecessors) and the South Brooklyn roads. They now include the New York Rapid Transit (or predecessors (except Sea Beach surface), the Culver elevated of the South Brooklyn (which line reported considerably more than one-half of the total South Brooklyn receipts) and the West End line of the Nassau Electric "elevated." The West End line was transferred to the surface division after June 24, 1916 and the Culver El of the South Brooklyn was replaced by the Culver El of the New York Consolidated (now the New York Rapid Transit) on March 16, 1919. In 1918 the elevated divisions also included the Norton's Point "elevated" of the South Brooklyn.

¹² Operation of surface cars on the various bridges was begun as follows: Brooklyn Bridge, 1898; Williamsburg Bridge, 1905; Queensboro Bridge, 1910; Madison Avenue Bridge, 1909 and Manhattan Bridge, 1913. Operation of trolleys over the Manhattan Bridge was discontinued and bus operation commenced in 1929.

¹³ The division of the trackage of the B. M. T. system between street surface and elevated is only approximate. The 1910-1915 figures for the elevated include the New York Rapid Transit (or predecessors), the South Brooklyn, and the West End line of the Nassau Electric. The latter is included with street surface mileage after 1915, and the South Brooklyn after 1918, because the operation of "elevated" trains over these tracks was replaced by surface car operation on July 24, 1916, and March 16, 1919, respectively. See also general note, Table 3 F.

* For Division C, ratios in this column represent passenger cars owned or leased per 100,000 population.

TABLE 2. GENERAL STREET RAILWAY

[Note — For financial summary]

ITEM	1920	1921	1922	1923
Number of reports:				
Operating companies ¹	39	35	36	36
Lessor companies ^{1, 2}	17	17	17	16
Inchoate or dormant companies.....		6	6	6
All companies.....	56	58	59	58
Length of line (miles).....	875.79	886.00	838.75	838.42
Year's increase ⁴	5.15	11.72	⁵ D 10.11	D 0.45
Length of track (miles).....	1,924.66	1,966.14	1,908.94	1,908.95
Year's increase ⁴	12.04	40.38	⁵ D 14.51	D 0.34
Number of passenger cars.....	12,835	13,128	13,216	13,194
Year's increase.....	59	293	88	D 22
Number of other cars.....	988	1,013	999	995
Officers and employees (oper. cos.).....	40,271	38,705	38,296	38,023
Year's increase.....	D 1,932	D 1,566	D 409	D 273
Aggregate salaries and wages.....	\$66,507,748	\$69,613,712	\$61,968,779	\$63,125,128
Year's increase.....	\$12,829,541	\$3,105,964	D \$7,644,933	\$1,156,349
Persons killed ⁷	161	161	153	154
Year's increase.....	D 137	.....	D 8	1
Traffic:				
Revenue passengers.....	2,273,336,533	2,396,301,533	2,491,208,810	2,577,812,877
Year's increase.....	279,443,051	122,965,000	94,907,277	86,604,067
Per cent.....	14.01	5.41	3.96	3.48
Revenue passengers per day.....	6,211,302	6,565,209	6,825,230	7,062,501
Year's increase.....	748,580	353,907	260,021	237,271
Transfers collected.....	165,222,445	118,704,639	123,505,813	121,622,170
Year's increase.....	D 129,175,345	D 46,517,806	4,801,174	D 1,883,643
Passenger car miles ⁸	334,274,504	334,860,752	339,155,123	358,285,538
Year's increase.....	2,145,815	586,248	4,294,371	19,130,415
Per cent.....	0.65	0.18	1.28	5.64
Capitalization:				
Capital stock outstanding.....	\$220,303,560	\$220,566,520	\$219,401,413	\$221,148,726
Funded debt ⁹	509,082,676	508,238,380	508,933,652	532,611,766
Unfunded permanent debt owing to system companies ¹⁰	65,035,890	64,625,347	64,807,332	40,742,943
Total.....	\$794,422,126	\$793,430,247	\$793,142,397	\$803,503,435
City's investment in Contracts Nos. 1-4 —				
Estimated amount in operation.....	200,161,725	239,540,025	242,642,078	243,847,377
Total gross capitalization.....	\$994,583,851	\$1,032,970,272	\$1,035,784,475	\$1,047,350,812
Year's increase.....	\$16,725,643	\$38,386,421	\$2,814,223	\$11,566,337
Less Intercorporate holdings:				
Capital stock.....	26,389,200	26,432,700	26,326,650	26,182,700
Funded debt.....	6,932,339	7,103,339	7,121,839	7,064,839
Unfunded permanent debt.....	19,851,468	19,860,945	19,937,391	20,192,915
Total.....	\$53,173,007	\$53,396,984	\$53,385,880	\$53,440,454
Approximate net capitalization.....	\$941,410,844	\$979,573,288	\$982,398,595	\$993,910,358

NOTE.—Statistics pertaining to a particular date are for close of the year specified, whereas statistics for operation are for the entire year specified. D denotes decrease. For 1913-1919 figures, see 1923 report.

¹ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

² Companies which have discontinued operation are included for all years during which they operated. The Williamsburg Bridge Line, which succeeded the Bridge Operating in the operation of cars over Williamsburg Bridge, is included with operating companies from 1920-1924 although not incorporated. See also note 2.

³ The Brooklyn Heights which discontinued operation in 1924, is classed with operating companies in 1924 and dormant in 1925; the Williamsburg Bridge Line (see note 1), is not included in 1925 or 1926, data for that period not having been filed by its operator, the City of New York.

⁴ Exclusive of City of New York as owner of rapid-transit and bridge track.

⁵ Changes due to re-measurement are in general excluded, thus increases are in general not arithmetical differences. Some figures have been revised since original publication.

SUMMARY, YEARS ENDED JUNE 30, 1920-1930

covering the same period, see Table 9]

1924 *	1925 *	1926 *	1927	1928	1929	1930
² 35	² 33	² 34	34	32	31	26
13	13	12	12	12	11	10
7	² 8	8	6	6	7	6
55	54	54	52	50	49	42
835.63	824.57	790.75	786.79	767.39	756.72	749.95
0.46	D 11.26	D 34.53	D 4.30	⁶ D 2.58	D 7.00	D 4.88
1,908.13	1,894.52	1,858.88	1,855.69	1,839.96	1,825.17	1,813.16
4.84	D 15.10	D 36.30	D 2.93	⁶ 15.46	D 6.10	D 8.15
13,306	12,750	12,405	12,089	11,904	11,823	10,849
112	D 556	D 345	D 221	D 156	D 10	D 974
988	926	903	918	920	902	804
38,908	39,389	38,694	40,276	41,108	40,502	40,789
885	481	D 695	1,582	832	D 606	287
\$67,584,435	\$67,494,728	\$67,659,468	\$70,380,270	\$73,566,836	\$74,814,356	\$75,204,523
\$4,459,307	D \$89,707	\$164,740	\$2,720,802	\$3,186,566	\$1,247,520	390,167
218	175	243	223	187	233	201
64	D 43	68	D 20	D 36	46	D 32
2,678,913,090	2,716,778,996	2,769,432,730	2,863,487,685	2,938,904,352	2,972,417,018	3,009,048,408
101,100,213	37,865,906	52,653,734	94,054,955	75,416,667	33,512,666	36,631,390
3.92	1.41	1.94	3.40	2.63	1.14	1.23
7,319,435	7,443,230	7,587,487	7,845,172	8,029,793	8,143,608	8,243,968
256,934	123,795	144,257	257,685	184,621	113,815	100,360
117,233,398	112,058,107	106,792,898	106,625,662	108,806,219	106,384,139	94,738,305
D 4,388,772	D 5,175,291	D 5,265,209	D 167,236	2,180,557	D 2,422,080	D 11,645,834
372,916,066	386,949,887	398,827,712	404,194,059	420,248,740	437,002,556	446,386,065
14,630,528	14,033,821	11,877,825	5,366,347	16,054,681	16,753,816	9,383,509
4.08	3.76	3.07	1.35	3.97	3.99	2.15
\$221,008,626	208,660,635	\$206,047,635	\$211,220,970	\$212,663,789	\$215,278,851	\$225,218,326
530,303,790	502,035,592	496,079,990	491,306,138	491,378,515	486,558,449	476,811,905
48,956,920	49,943,349	49,683,856	49,813,803	51,616,757	48,999,675	25,660,164
\$800,269,336	\$760,639,576	\$751,811,481	\$752,340,911	\$755,659,061	\$750,836,975	\$727,690,395
256,330,277	263,073,277	267,173,277	276,203,277	289,215,777	315,215,777	316,215,777
\$1,056,599,613	\$1,023,712,853	\$1,018,984,758	\$1,028,544,188	\$1,044,874,838	\$1,066,052,752	\$1,043,906,172
\$9,248,801	¹¹ D \$32,886,760	D \$4,728,095	\$9,559,430	\$16,330,650	\$21,177,914	D \$22,146,580
25,816,200	28,407,475	24,772,700	24,853,995	25,105,545	22,529,900	23,116,750
6,864,839	6,682,539	6,186,539	6,536,538	4,411,539	4,349,539	4,329,000
20,474,027	20,789,100	20,478,100	20,294,662	22,197,347	22,236,168	24,174,119
\$53,155,066	\$55,879,114	\$51,437,339	\$51,685,195	\$51,714,431	\$49,115,607	\$51,619,869
\$1,003,444,547	\$967,833,739	\$967,547,419	\$976,858,993	\$993,160,407	\$1,016,937,145	\$992,286,303

⁶ Does not include decrease due to omission of mileage of four companies which discontinued operation in 1920.⁶ Does not include decrease of Staten Island Midland, operation of which was discontinued by the City of New York during the year.⁷ Excludes fatalities occurring outside New York City limits.⁸ Active and idle, but excluding chartered car.⁹ Excludes Rapid Transit Bonds of the City of New York for lines in operation which are shown separately below. Reacquired securities have been excluded, and demand notes for construction advances (in effect long term notes), certificates of indebtedness of B.-M. T. companies and matured funded debt transferred to the unfunded permanent debt classification, which also includes interest bearing construction advances.¹⁰ Includes certificates of indebtedness, notes treated by creditor companies as permanent, construction advances, and matured funded debt held by system companies.¹¹ Of which, net decrease due to the reorganization of the New York Railways was \$47,644,205

TABLE 3. ROAD AND TRACK MILEAGE, JUNE 30, 1908-1930

(A) Length of road and track

JUNE 30 —	ROAD OR FIRST TRACK		Second track	Third to eighth tracks	Sidings, turnouts, etc.	Total running track	In car-houses, yards, etc.	Grand total
	On streets or other public ways	On private right of way						
1908 ¹	657.392	78.504	596.752	47.038	68.121	1,447.807	86.242	1,534.049
1909.....	666.186	79.303	605.619	47.898	68.406	1,467.412	86.890	1,554.302
1910.....	670.191	89.274	613.493	47.550	71.295	1,491.803	90.851	1,582.654
1911.....	696.375	90.446	625.453	47.550	70.713	1,530.537	98.665	1,629.202
1912.....	703.213	90.598	637.672	47.600	53.893	1,532.976	114.553	1,647.529
1913.....	706.515	92.353	644.511	47.600	53.774	1,544.753	121.129	1,665.882
1914.....	715.066	89.011	655.758	48.174	48.027	1,556.036	130.816	1,686.852
1915.....	729.821	84.423	659.863	56.820	51.717	1,582.644	128.867	1,711.511
1916.....	735.779	83.620	665.818	96.037	44.929	1,626.183	130.662	1,756.845
1917.....	758.736	85.189	688.867	113.455	44.519	1,690.766	130.128	1,820.894
1918.....	769.758	83.805	700.407	121.836	42.763	1,718.569	129.130	1,847.699
1919.....	782.814	84.653	717.424	148.264	45.286	1,778.441	132.800	1,911.241
1920*.....	790.263	85.525	724.446	151.452	44.490	1,796.176	128.485	1,924.661
1921*.....	801.963	84.037	737.614	164.612	46.573	1,834.799	131.338	1,966.137
1922.....	759.872	78.876	720.698	174.596	42.803	1,776.845	132.093	1,908.938
1923.....	760.107	78.315	722.037	176.177	41.973	1,778.609	130.345	1,908.954
1924.....	757.902	77.726	720.086	175.685	40.077	1,771.476	136.652	1,908.128
1925.....	746.831	77.743	717.281	176.034	38.559	1,756.448	138.071	1,894.519
1926.....	719.085	71.660	719.634	176.301	32.812	1,719.492	139.394	1,858.886
1927.....	715.159	71.634	718.836	176.069	32.145	1,713.843	141.849	1,855.692
1928.....	696.603	70.785	707.521	178.009	32.981	1,685.899	154.059	1,839.958
1929.....	687.690	69.032	698.101	178.365	31.242	1,664.430	160.740	1,825.170
1930.....	681.131	68.818	694.146	178.917	29.639	1,652.651	160.508	1,813.159

(B) Increase in road and track²

JUNE 30 —	NEW LINE OPENED ³			INCREASE IN ALL TRACK		
	Rapid transit	Surface	Total	Rapid transit	Surface	Total
1908.....	2.510	8.582	11.092	16.890	15.286	32.176
1909.....	3.440	6.161	9.601	7.696	12.557	20.253
1910.....	.....	7.220	7.220	D 0.020	13.900	13.880
1911.....	0.090	17.521	17.611	3.670	32.694	36.364
1912.....	.....	8.158	8.158	1.026	17.566	18.592
1913.....	.....	6.612	6.612	D 0.020	14.316	14.296
1914.....	1.204	3.322	4.526	2.813	11.664	14.477
1915.....	8.320	2.108	10.428	25.161	6.618	31.779
1916.....	6.960	D 2.193	4.767	49.575	D 3.238	46.337
1917.....	19.893	3.226	23.119	58.024	5.332	63.356
1918.....	8.806	0.832	9.638	23.929	2.876	26.805
1919.....	23.180	D 9.276	13.904	77.008	D 13.466	63.542
1920*.....	4.971	0.182	5.153	13.636	D 1.593	12.043
1921*.....	17.879	D 6.159	11.720	51.901	D 11.517	40.384
1922.....	0.048 ⁴	D 10.153 ⁴	D 10.105	3.442 ⁴	D 17.952 ⁴	D 14.510
1923.....	0.903	D 1.357	D 0.454	3.388	D 3.730	D 0.342
1924.....	3.398	D 2.936	0.462	10.885	D 6.041	4.844
1925.....	.....	D 11.263	D 11.263	4.715	D 19.811	D 15.096
1926.....	1.323	D 35.849	D 34.526	4.043	D 40.340	D 36.297
1927.....	0.980	D 5.275	D 4.295	3.759	D 6.691	D 2.932
1928.....	0.840	⁵ D 3.419	⁵ D 2.579	19.395	⁵ D 3.935	⁵ 15.460
1929.....	3.630	D 10.628	D 6.998	14.168	D 20.270	D 6.102
1930.....	D 0.254	D 4.624	D 4.878	D 0.623	D 7.529	D 8.152

For footnotes see page 96.

TABLE 3. Road and track mileage, June 30, 1908-1930
(C) Length of road or line divided between surface and rapid transit companies

JUNE 30—	MILES OF LINE OPERATED BY SURFACE COMPANIES ASSIGNED TO BOROUGH ⁶ OF					City-owned bridge track	Total surface	Rapid transit ⁷	Grand total
	Manhattan	Bronx	Brooklyn	Queens	Richmond				
1908. . .	153 367	93.678	228.664	97 910	36 590	5.383	615.592	120.304	735.896
1909. . .	153 357	98.375	229.550	98 200	36 590	5.673	621.745	123.744	745.489
1910. . .	156 208	100.848	233.387	101 260	36 620	7.404	635.727	123.738	759.465
1911. . .	152.045	104.093	235.121	127 710	36 620	7.404	662.993	123.828	786.821
1912. . .	145 443	112.664	235.323	128 390	39.050	9.069	669.939	123.872	793.811
1913. . .	143 797	115.813	235.032	131 730	37.010	10.162	673.541	125.324	798.868
1914. . .	140.713	120.791	234.909	133 790	37.010	10.336	677.549	126.528	804.077
1915. . .	144.066	118.525	236.662	133 770	36 910	11.117	681.050	133.194	814.244
1916. . .	145.179	119.301	236.822	132 667	36 930	8.932	679.831	139.568	819.399
1917. . .	144.440	120.072	240.851	133 507	36 930	8.664	684.464	159.461	843.925
1918. . .	142.582	119.038	244.016	134 027	36 930	8.703	685.296	168.267	853.563
1919. . .	136.582	117.331	252.187	134 027	36 930	8.703	685.760	181.707	867.467
1920*. .	138.647	118.589	252.133	133 427	36 930	9.065	688.791	186.997	875.788
1921*. .	131.695	119.366	251.443	132 717	36 930	8.973	681.124	204.876	886.000
1922. . .	127 125	106.259	250.650	103 680	36 930	7.973	632.617	206.131	838.748
1923. . .	126.282	106.066	250.456	103 681	36 930	7.973	631.388	207.034	838.422
1924. . .	123.917	104.081	248.614	103 681	36 930	7.973	625.196	210.432	835.628
1925. . .	115.401	103.548	248.491	101.799	36 930	7.973	614.142	210.432	824.574
1926. . .	114.941	103.718	248.452	66.976	36 930	7.973	578.990	211.755	790.745
1927. . .	115.049	99.536	248.002	66.568	36 930	7.973	574.058	212.735	786.793
1928. . .	113.394	99.518	245.837	66.331	20.760	7.973	553.813	213.575	767.388
1929. . .	113.096	98.108	243.670	55.730	20.940	7.973	539.517	217.205	756.722
1930. . .	110.322	97.796	241.194	56.034	20.940	6.712	532.998	216.951	749.949

(D) Length of all track divided between surface and rapid transit companies

JUNE 30—	MILES OF TRACK OPERATED BY SURFACE COMPANIES ASSIGNED TO BOROUGH ⁶ OF—					City-owned bridge track	Total surface	Rapid transit ⁷	Grand total
	Manhattan	Bronx	Brooklyn	Queens	Richmond				
1908.	307.142	166.483	487.245	148.520	64.630	10.766	1,184.786	349.263	1,534.049
1909.	307.221	176.096	489.269	148.880	64.630	11.247	1,197.343	356.959	1,554.302
1910.	310.846	181.901	495.944	155.700	65.630	14.723	1,224.744	357.910	1,582.654
1911.	306.191	188.468	499.440	193.170	65.630	14.723	1,267.622	361.580	1,629.202
1912.	297.693	206.927	499.601	193.980	68.240	18.074	1,284.515	363.014	1,647.529
1913.	295.863	211.572	504.431	201.800	65.980	20.338	1,299.984	365.898	1,665.882
1914.	295.832	223.422	504.757	207.463	65.980	20.687	1,318.141	368.711	1,686.852
1915.	297.941	217.703	508.415	207.903	65.780	23.586	1,321.328	390.183	1,711.511
1916.	299.876	219.174	506.620	206.730	65.890	19.256	1,317.546	439.299	1,756.845
1917.	298.544	219.338	513.085	207.994	65.890	18.720	1,323.571	497.323	1,820.894
1918.	295.706	217.179	519.220	209.654	65.890	18.798	1,326.447	521.252	1,847.699
1919.	288.095	212.698	549.186	209.707	65.890	18.798	1,344.374	566.867	1,911.241
1920*. . . .	287.136	214.366	548.420	209.047	65.890	19.299	1,344.158	580.503	1,924.661
1921*. . . .	277.595	215.898	547.399	207.614	65.890	19.337	1,333.733	632.404	1,966.137
1922.	270.388	194.048	542.430	170.579	65.890	15.895	1,259.230	649.708	1,908.938
1923.	268.014	194.586	540.857	170.616	65.890	15.895	1,255.858	653.096	1,908.954
1924.	263.264	190.269	537.399	171.066	65.890	15.895	1,243.783	664.345	1,908.128
1925.	248.158	190.584	536.476	168.456	65.890	15.895	1,225.459	669.060	1,894.519
1926.	247.190	191.253	535.969	129.586	65.890	15.895	1,185.783	673.103	1,858.886
1927.	247.321	186.396	534.455	128.873	65.890	15.895	1,178.830	676.862	1,855.692
1928.	242.955	186.629	532.540	128.542	37.140	15.895	1,143.701	696.257	1,839.958
1929.	241.445	184.919	528.078	108.138	36.270	15.895	1,114.745	710.425	1,825.170
1930.	237.351	184.556	525.828	108.657	36.270	13.371	1,106.033	707.126	1,813.159

For footnotes see following page.

TABLE 3. Road and track mileage, June 30, 1908-1930

(E) Distribution by mode of operation

JUNE 30 —	OVERHEAD CONTACT							
	Third-rail contact	"El" train operation ⁸	Other operation	Under ground contact	Storage- battery	Horse	Other ⁹	Total
1908.....	289.635	¹⁰ 59.628	867.842	236.878	.....	76.106	3.960	1,534.049
1909.....	295.607	61.352	879.839	237.438	.....	76.003	4.063	1,554.302
1910.....	295.575	62.335	903.715	239.703	.....	78.334	2.992	1,582.654
1911.....	298.915	62.665	955.065	239.886	9.039	62.532	1.100	1,629.202
1912.....	299.077	63.937	978.804	241.317	17.407	44.257	2.730	1,647.529
1913.....	299.057	66.841	996.111	237.123	36.252	29.398	1.100	1,665.882
1914.....	301.870	66.841	1,013.731	238.210	50.091	11.164	4.945	1,686.852
1915.....	321.327	68.856	1,010.435	241.500	54.895	9.663	4.835	1,711.511
1916.....	397.586	41.713	1,006.015	241.908	55.636	9.710	4.277	1,756.845
1917.....	459.779	37.544	1,013.379	241.373	¹¹ 62.062	2.480	4.277	1,820.894
1918.....	484.701	36.551	1,019.093	241.138	62.098	.....	4.118	1,847.699
1919.....	561.709	¹² 5.158	1,044.631	241.101	¹³ 54.589	.....	4.053	1,911.241
1920 [*]	575.493	¹² 5.010	1,066.341	237.069	39.101	.....	1.647	1,924.661
1921 [*]	627.064	¹² 5.340	1,051.593	239.549	40.944	.....	1.647	1,966.137
1922.....	644.582	¹² 5.126	987.001	236.212	36.017	.....	.....	1,908.938
1923.....	647.970	¹² 5.126	986.003	236.743	33.112	.....	.....	1,908.954
1924.....	659.137	¹² 5.208	980.697	235.434	27.652	.....	.....	1,908.128
1925.....	663.886	¹² 5.174	975.802	234.936	14.721	.....	.....	1,894.519
1926.....	667.929	¹² 5.174	937.104	234.615	14.064	.....	.....	1,858.886
1927.....	671.688	¹² 5.174	930.008	234.802	14.020	.....	.....	1,855.692
1928.....	691.083	¹² 5.174	899.245	232.293	12.163	.....	.....	1,839.958
1929.....	705.945	¹² 4.480	871.799	230.946	12.000	.....	.....	1,825.170
1930.....	702.762	¹² 4.364	867.223	229.543	9.267	.....	.....	1,813.159

* Figures for 1920 and 1921 include track of companies which discontinued operations during 1920.

¹ Figures differ from those originally published owing to reclassification.

² Changes due to remeasurement or reclassification are in general excluded; thus increases are in general not arithmetical differences. Some figures have been revised since original publication.

³ For rapid transit, gross and net increase are generally the same; for surface, net after deducting track removal.

⁴ The decrease due to the omission in 1922 of track owned by companies no longer operating (36.135 miles of road; 46.143, all track) is not reflected here.

⁵ Excludes decrease of track of Staten Island Midland, operation of which was discontinued by City of New York July 31, 1927, first track, 18.070 miles; all track, 31.490 miles.

⁶ Generally these borough groups include some road and track extending into another borough and not all of their own. For strict physical division of track by boroughs, see Division F.

⁷ For classification of track in Brooklyn used for both rapid transit train and surface car operation prior to 1920, see general note, Division F.

⁸ Through 1918 chiefly West End and Culver surface extensions.

⁹ Consists principally of unused track and track without power construction; figures for 1911-1913 include 1.10 miles of monorail electric, an experimental mode of operation.

¹⁰ Includes 1.83 of the South Brooklyn operated by steam.

¹¹ Includes 13.099 simultaneously operated by horse and storage-battery, of which 7.142 was classed, in 1917 Report, as horse. Indefiniteness of classification is due to gradual changes being in process at close of year.

¹² "Electrically operated elevated trolley contact" operation on Canarsie Line of the B.-M. T.

¹³ Includes 16.178 miles not operated, of storage-battery tracks of New York Railways.

TABLE 3. Road and track mileage, June 30, 1908-1930
(F) Geographical location of surface and rapid transit railway track

SURFACE RAILWAYS							
JUNE 30 —	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside of city ¹	Total
1908.....	314.731	129.547	432.108	176.470	64.630	67.300	1,184.786
1909.....	315.291	139.160	434.132	176.830	64.630	67.300	1,197.343
1910.....	320.912	143.624	440.816	191.331	65.630	62.381	1,224.744
1911.....	317.848	140.854	444.312	207.321	65.630	91.657	1,267.622
1912.....	310.181	153.234	445.065	204.027	² 68.240	103.768	1,284.515
1913.....	310.998	156.382	450.554	211.152	65.980	104.918	1,299.984
1914.....	311.875	173.549	449.148	218.477	65.980	99.112	1,318.141
1915.....	315.183	167.868	452.607	220.803	65.780	99.087	1,321.328
1916.....	316.102	167.914	451.168	³ 216.989	65.890	99.483	1,317.546
1917.....	314.423	167.701	456.875	219.011	65.890	99.671	1,323.571
1918.....	311.806	167.701	457.066	226.615	65.890	97.369	1,326.447
1919.....	304.165	166.046	⁴ 487.032	226.598	65.890	94.643	⁴ 1,344.374
1920*.....	303.537	169.706	486.266	225.958	65.890	92.801	1,344.153
1921*.....	293.542	171.488	485.308	224.704	65.890	92.801	1,333.733
1922.....	285.031	147.797	474.916	212.172	65.890	73.424	1,259.230
1923.....	282.595	148.352	472.985	212.567	65.890	73.469	1,255.858
1924.....	277.845	144.036	469.578	212.966	65.890	73.468	1,243.783
1925.....	264.417	144.047	468.351	210.660	65.890	72.094	1,225.459
1926.....	263.443	144.397	467.882	202.122	65.890	42.049	1,185.783
1927.....	263.582	144.382	468.784	198.993	65.890	37.199	1,178.830
1928.....	259.216	144.331	467.659	197.872	37.140	37.483	1,143.701
1929.....	257.691	144.015	463.587	177.448	36.270	35.734	1,114.745
1930.....	252.293	143.885	460.794	177.548	36.270	35.243	1,106.033

RAPID TRANSIT RAILWAYS							
1908.....	164.008	30.180	152.585	2.490	.....	.....	349.263
1909.....	165.389	33.130	155.950	2.490	.....	.....	356.959
1910.....	165.362	33.130	156.929	2.489	.....	.....	357.910
1911.....	165.332	36.460	157.299	2.489	.....	.....	361.530
1912.....	165.223	36.510	158.792	2.489	.....	.....	363.014
1913.....	165.203	36.510	158.792	5.393	.....	.....	365.898
1914.....	168.016	36.510	159.124	5.061	.....	.....	368.711
1915.....	171.542	36.510	177.415	4.716	.....	.....	390.183
1916.....	179.375	40.670	206.053	13.201	.....	.....	439.299
1917.....	180.095	66.540	211.447	39.241	.....	.....	497.323
1918.....	198.507	72.550	208.966	41.229	.....	.....	521.252
1919.....	236.694	85.853	⁴ 198.251	46.069	.....	.....	⁴ 566.867
1920.....	242.000	91.983	200.451	46.069	.....	.....	580.503
1921.....	244.501	105.483	234.702	47.718	.....	.....	632.404
1922.....	247.228	103.530	250.257	48.693	.....	.....	649.708
1923.....	246.548	104.530	251.850	50.168	.....	.....	653.096
1924.....	248.654	107.500	258.243	49.948	.....	.....	664.345
1925.....	249.994	110.440	258.209	50.417	.....	.....	669.060
1926.....	251.174	111.750	259.362	50.817	.....	.....	673.103
1927.....	252.744	111.750	260.951	51.417	.....	.....	676.862
1928.....	254.304	114.030	267.386	60.537	.....	.....	696.257
1929.....	254.124	114.990	280.804	60.507	.....	.....	710.425
1930.....	253.984	115.050	277.585	60.507	.....	.....	707.126

For footnotes see following page.

TABLE 3. Road and track mileage, June 30, 1908-1930

(F) Geographical location of surface and rapid transit railway track — Concluded

JUNE 30 —	ALL TRACK						Total
	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside of city ¹	
1908.....	478.739	159.727	584.693	178.960	64.630	67.300	1,534.049
1909.....	480.680	172.290	590.082	179.320	64.630	67.300	1,554.302
1910.....	486.274	176.754	597.745	193.870	65.630	62.381	1,582.654
1911.....	483.180	177.314	601.611	209.810	65.630	91.657	1,629.202
1912.....	475.404	189.744	603.857	206.516	² 68.240	103.768	1,647.529
1913.....	476.201	192.892	609.346	216.545	65.980	104.918	1,665.882
1914.....	479.891	210.059	608.272	223.538	65.980	99.112	1,686.852
1915.....	486.725	204.378	630.022	225.519	65.780	99.087	1,711.511
1916.....	495.477	208.584	657.221	230.190	65.890	99.483	1,756.845
1917.....	494.518	234.241	668.322	258.252	65.890	99.671	1,820.894
1918.....	510.313	240.251	666.032	267.844	65.890	97.369	1,847.699
1919.....	540.859	251.899	685.283	272.667	65.890	94.643	1,911.241
1920*.....	545.537	261.689	686.717	272.027	65.890	92.801	1,924.661
1921*.....	538.043	276.971	720.010	272.422	65.890	92.801	1,966.137
1922.....	532.259	251.327	725.173	260.865	65.890	73.424	1,908.938
1923.....	529.143	252.882	724.835	262.735	65.890	73.469	1,908.954
1924.....	526.499	251.536	727.821	262.914	65.890	73.468	1,908.128
1925.....	514.411	254.487	726.560	261.077	65.890	72.094	1,894.519
1926.....	514.617	256.147	727.244	252.939	65.890	42.049	1,858.886
1927.....	516.326	256.132	729.735	250.410	65.890	37.199	1,855.692
1928.....	513.520	258.361	735.045	258.409	37.140	37.483	1,839.958
1929.....	511.815	259.005	744.391	237.955	36.270	35.734	1,825.170
1930.....	506.277	258.935	738.379	238.055	36.270	35.243	1,813.159

NOTE.— Prior to 1919, the division of Brooklyn track between "surface" and "rapid transit" was unsatisfactory, owing to the existence of a considerable mileage having mixed characteristics. There were four quasi rapid transit routes to Coney Island originally built on private right-of-way under steam railroad charters — the Brighton Beach, Sea Beach, West End and Culver lines of the B.-M. T. (formerly B. R. T.) Elevated Division. On each side of much of this track a street was subsequently constructed, rendering the track virtually street-surface. Most of the track was used not only for the operation of single trolley cars but also for trains continuing from an elevated structure. The Brighton Beach and Sea Beach lines were rebuilt either above grade or sub-grade, while the City of New York pursuant to Contract No. 4 constructed the New Utrecht and Gravesend Avenue elevated rapid-transit railways over the West End and Culver lines, respectively, and the latter surface tracks are now used by their owners or lessees (Brooklyn & Queens Transit and South Brooklyn Ry. Co.) solely for trolley car operation, the transition having taken place on June 24, 1916, and March 16, 1919, respectively. The apparent decrease of 10.71 miles of rapid transit track in Brooklyn in 1919 is due almost entirely to the transfer of the South Brooklyn Ry. Co. to the street surface group, thereby eliminating 30.23 miles of track (one-third of which was yard and storage track), as compared with the 20.68 miles (net) of new elevated track. All track of the former Nassau Electric R. R. is here classified as surface track throughout, although the portion at one time used by West End "L" trains is included down to 1915 in the B.-M. T. (formerly B. R. T.) Elevated Division in the Growth of City Transit summary (Table 1), in harmony with the grouping of passenger traffic.

* Figures for 1920 and 1921, include track of companies which discontinued operations during 1920.

¹ Through 1925, approximately one-half of the track outside the city was in Westchester County and one-half in Nassau County; after 1925 most of the track was in Westchester County.

² Temporary increase due to rerouting on parallel streets while the old tracks were still in place.

³ Decrease due principally to abandonment and later removal of the two tracks on the roadway of the Queensboro bridge.

⁴ See general note for explanation of increase in surface and decrease in rapid transit.

TABLE 4. STREET RAILWAY POWER PLANTS

(A) Capacity and output, 1908-1930

CAPACITY AT CLOSE OF YEAR

YEAR	Boilers (h. p.) ¹	Engines (recipr.) (h. p.)	Turbo- units (kw.)	All A. C. generators (kw.) ²	Substations (rotary converters) (kw.)	Energy (A. C.) generated during year (kw. hrs.) ²
1908.....	185,530	306,050	49,250	213,950	251,900	N. R.
1909.....	212,316	301,700	67,600	232,300	265,900	885,330,986
1910.....	211,766	307,095	104,600	274,300	280,900	985,769,256
1911.....	211,266	364,725	129,625	336,825	309,720	1,050,464,645
1912.....	210,766	363,525	124,000	331,200	319,120	1,074,160,046
1913.....	195,730	322,775	122,000	305,200	327,320	968,166,851
1914.....	195,225	286,775	142,000	302,700	334,162	947,741,504
1915.....	195,225	274,775	202,000	355,200	370,862	991,116,728
1916.....	190,725	260,775	224,500	370,200	390,862	1,069,669,574
1917.....	181,225	243,800	224,500	370,200	410,862	1,041,797,248
1918.....	175,225	233,800	314,500	460,200	442,862	1,097,724,448
1919.....	175,225	232,800	374,500	520,200	525,262	1,167,669,819
1920.....	175,225	226,800	405,000	550,700	522,762	1,233,207,785
1921.....	175,225	226,800	474,500	620,200	523,762	1,210,638,200
1922.....	173,025	225,750	472,500	618,200	522,562	1,267,774,000
1923.....	173,025	225,750	472,500	618,200	525,562	1,371,620,600
1924.....	151,580	169,250	472,500	578,700	534,562	1,457,895,980
1925.....	156,536	169,250	472,500	578,700	554,562	1,550,845,100
1926.....	152,636	169,250	467,500	573,700	566,562	1,599,478,900
1927.....	152,636	169,250	467,500	573,700	581,142	1,626,401,300
1928.....	152,900	169,250	467,500	573,700	583,042	1,717,634,900
1929.....	152,900	169,250	467,500	573,700	591,492	1,786,324,700
1930.....	152,900	169,250	467,500	573,700	591,742	1,843,977,800

(B) Quantity and cost of coal used in power plants, 1915-1930

YEAR ENDED JUNE 30—	TONS OF 2,000 POUNDS		TOTAL COST		AVERAGE COST		Total	Lbs. per kw. hr.
	Anthra- cite	Bitu- minous	Anthra- cite	Bitu- minous	Anthra- cite	Bitu- minous		
1915.....	262,587	971,852	\$450,012	\$2,811,268	\$1 71	\$2 89	\$2 64	2.49
1916.....	235,041	941,057	407,542	2,719,623	1 73	2 89	2 66	2.20
1917.....	241,280	940,717	481,349	2,877,129	1 99	3 06	2 84	2.27
1918.....	241,278	1,024,566	676,540	3,710,158	2 80	3 62	3 47	2.31
1919.....	178,938	1,129,978	686,753	6,073,848	3 84	5 38	5 17	2.24
1920.....	118,586	1,171,821	481,025	6,707,945	4 06	5 72	5 57	2.09
1921.....	69,268	1,123,190	301,168	8,156,808	4 35	7 26	7 09	1.97
1922.....	40,803	1,136,005	161,049	6,916,600	3 95	6 09	6 01	1.86
1923.....	53,542	1,262,147	214,527	8,747,154	4 01	6 93	6 81	1.92
1924.....	27,287	1,234,567	99,539	7,347,198	3 65	5 95	5 90	1.72
1925.....	27,571	1,258,822	98,185	6,500,136	3 56	5 16	5 13	1.65
1926.....	17,810	1,345,939	69,179	6,522,436	3 88	4 85	4 83	1.70
1927.....	16,106	1,360,277	57,640	6,755,895	3 58	4 97	4 95	1.67
1928.....	18,078	1,397,946	64,997	6,743,636	3 60	4 82	4 81	1.64
1929.....	17,893	1,434,717	64,996	6,797,455	3 63	4 74	4 72	1.62
1930.....	18,663	1,491,043	66,979	6,918,050	3 59	4 64	4 63	1.63

NOTE.—Included through 1923 are the generating plants of New York Railways and New York and Long Island, both of which closed down (1915 and 1921, respectively) but were not dismantled until 1924; excluded from 1921 are the New York & North Shore and Staten Island Midland, which closed down in 1921 and 1915 respectively. The Third Avenue plant is excluded from 1913 on, as it was leased to New York Edison, Nov. 7, 1912. The Richmond Light & Railroad is excluded throughout, being classed with light and power companies. From 1921-1930 the only operating plants were the I. R. T. and B.-M. T. (Williamsburgh Power Plant Corporation).

¹ Where, after 1913, square feet of heating surface is reported instead of horsepower, the former is reduced to the latter on the basis of the ratio of the corresponding horsepower returned in 1913.

² In addition there were D. C. generators with aggregate capacity of 36,520 kw. in 1908, declining to 5,400 in 1922, and D. C. kw. hrs. generated aggregating approximately 77,000,000 in 1909, declining to 8,100,000 in 1930.

TABLE 5. PASSENGER CARS, JUNE 30, 1908-1930

(A) Number owned or leased, by type of car

(Number in parenthesis indicates open cars included in following figure.)

JUNE 30 —	Rapid transit	Overhead- trolley	Conduit	Storage- battery	Horse	Total
1908	(36) 3,355	(1,767) ¹ 4,324	(736) 2,625	....	.... (160)	451 (2,699) 10,755
1909	(36) 3,341	(1,758) ¹ 4,306	(656) 3,003	....	.... (158)	422 (2,608) 11,072
1910	(36) 3,512	(1,753) ¹ 4,278	(654) 3,006	....	1 (160)	427 (2,603) 11,224
1911	(36) 3,806	(1,684) 4,116	(609) 3,048	....	² 34 (160)	423 (2,489) 11,427
1912	(36) 3,854	(1,683) 4,188	(609) 3,005	....	² 84 (90)	328 (2,418) 11,459
1913	(36) 3,861	(1,738) 4,331	(554) 2,810	....	² 125 (88)	321 (2,416) 11,448
1914	(36) 3,874	(1,716) 4,523	(554) 2,881	....	209 (50)	³ 182 (2,356) 11,669
1915	(36) 3,956	(1,642) 4,533	(553) 2,791	....	209 (52)	170 (2,283) 11,659
1916	(36) 4,554	(1,642) 4,502	(554) 2,760	....	209 (51)	167 (2,283) 12,192
1917	(36) 4,718	(1,642) 4,479	(554) 2,727	....	266 (51)	167 (2,283) 12,357
1918	(36) 5,207	(1,636) 4,396	(554) 2,668	....	279	.... (2,226) 12,550
1919	(8) 5,440	(1,633) 4,395	(574) 2,665	....	276	.... (2,215) 12,776
1920	(8) 5,543	(1,580) 4,607	(427) 2,409	....	276	.... (2,015) 12,835
1921	(8) 5,806	(1,560) 4,565	(420) 2,531	....	226	.... (1,988) 13,128
1922	(8) 5,962	(1,540) 4,594	(362) 2,436	....	224	.... (1,910) 13,216
1923	(8) 5,973	(1,534) 4,611	(319) 2,391	....	219	.... (1,861) 13,194
1924 ⁴	(8) 6,043	(1,388) 4,727	(335) 2,317	....	219	.... (1,731) 13,306
1925 ⁴	(4) 6,260	(1,204) 4,531	(195) 1,756	....	203	.... (1,403) 12,750
1926 ⁴	(3) 6,279	(1,031) 4,315	(197) 1,728	....	83	.... (1,231) 12,405
1927	(3) 6,295	(919) 4,088	(184) 1,639	....	67	.... (1,106) 12,089
1928	(3) 6,322	(867) 3,935	(177) 1,581	....	66	.... (1,047) 11,904
1929	(3) 6,367	(845) 3,923	(176) 1,470	....	63	.... (1,024) 11,823
1930	(3) 6,294	(385) 2,992	(195) 1,500	....	63	.... (583) 10,849

NOTE.—The cars tabulated as conduit comprise all electric-contact cars reported in possession of Manhattan companies, although certain of those cars may not actually have been in use. Obsolete cars of all types have been kept, unused, for some years before being sold or scrapped. The marked decrease in trolley cars in 1911 is chiefly due to the Union Railway's selling or scrapping 258; the decrease of cars in 1927 is due in part to an adjustment of 142 cars in the inventory of Third Avenue Railway System companies.

¹ Includes 14 cable cars, 6 of which are open.

² Includes one monorail electric.

³ Includes 2 omnibuses temporarily operated by Pelham Park and City Island during reconstruction of track.

⁴ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 5. Passenger cars, June 30, 1908-1930 — Concluded
(B) Rapid transit cars, by road

JUNE 30 —	INTERBOROUGH RAPID TRANSIT		NEW YORK RAPID TRANSIT (B.-M. T.)		Total
	Elevated A	Subway B	Elevated C	Subway D	
1908.....	1,591	837	927	.....	3,355
1909.....	1,591	823	927	.....	3,341
1910.....	1,667	917	928	.....	3,512
1911.....	1,748	1,130	928	.....	3,806
1912.....	1,782	1,144	928	.....	3,854
1913.....	1,781	1,144	928	.....	3,861
1914.....	1,780	1,143	928	.....	3,874
1915.....	1,775	1,152	928	101	3,956
1916.....	1,880	1,520	928	226	4,554
1917.....	2,249	1,241	928	300	4,718
1918.....	2,248	1,584	919	456	5,207
1919.....	2,217	1,806	917	500	5,440
1920.....	2,213	1,816	917	597	5,543
1921.....	2,213	1,935	914	744	5,806
1922.....	2,213	1,935	936	878	5,962
1923.....	2,213	1,953	907	900	5,973
1924.....	2,201	2,035	907	900	6,043
1925.....	2,194	2,211	905	950	6,260
1926.....	2,190	2,282	853	954	6,279
1927.....	2,187	2,282	852	974	6,295
1928.....	2,172	2,281	848	1,021	6,322
1929.....	2,169	2,280	847	1,071	6,367
1930.....	2,169	2,280	774	1,071	6,294

A — To 1915 the figures represent cars owned by the Manhattan Ry. Co. and held by the Interborough under its lease of that company's property. Thereafter they include also cars bought by the Interborough and held under the agreement of March 19, 1913 (Elevated Extensions Certificate) with the City of New York as follows: 1916, 108; 1917 and 1918, 477; 1919-1927, 476; 1928-1930, 475.

B — To 1916 the figures represent cars installed and owned by the company under Contract No. 2. Thereafter they include also cars held by the company under Contract No. 3 as follows: 1917, 102; 1918, 445; 1919, 669; 1920, 679; 1921-1924, 798; 1925-1928, 796; 1929, 996; 1930, 1,146; and cars leased from New York Trust Co.: 1923, 18; 1924, 100; 1925, 279; 1926-1928, 350; 1929, 150.

C — Cars owned by the company since 1913, previously held by the Brooklyn Union Elevated R. R., Canarsie R. R. and Transit Development Co. Additional cars leased from the Long Island R. R. in 1913 and 1914 are specified in note 1.

D — Cars with right of reversion to the City of New York under Contract No. 4.

(C) Seating capacity

JUNE 30 —	NUMBER OF CARS				TOTAL SEATING CAPACITY				AVERAGE SEATING CAPACITY			
	Total	Open	Closed	Other ²	All cars	Open	Closed	Other ²	All cars	Open	Closed	Other ²
1908.....	10,755	2,699	6,487	1,569	479,548	148,954	259,486	71,108	45	55	40	45
1909.....	11,072	2,608	6,643	1,821	499,631	147,484	268,479	83,668	45	57	40	46
1910.....	11,224	2,603	6,756	1,865	507,582	146,104	275,230	86,248	45	56	41	46
1911.....	11,427	2,489	6,902	2,036	518,534	139,949	284,825	93,760	45	56	41	46
1912.....	11,459	2,418	7,001	2,040	518,261	138,078	286,656	93,527	45	57	41	46
1913.....	11,448	2,416	6,997	2,035	517,973	138,398	286,098	93,477	45	57	41	46
1914.....	11,669	2,356	7,190	2,123	531,542	135,458	296,564	99,520	46	57	41	47
1915.....	11,659	2,283	6,945	2,431	532,720	131,781	288,609	112,330	46	58	42	46
1916.....	12,192	2,283	7,477	2,432	560,514	128,267	319,861	112,386	46	56	43	46
1917.....	12,357	2,283	7,585	2,489	570,900	128,267	328,845	113,788	46	56	43	46
1918.....	12,550	2,226	7,831	2,493	590,909	125,987	351,192	113,730	47	57	45	46
1919.....	12,776	2,215	8,110	2,451	602,170	124,687	365,725	111,758	47	56	45	46
1920.....	12,835	2,015	8,442	2,378	615,431	116,449	392,402	106,580	48	58	46	45
1921.....	13,128	1,988	8,779	2,361	629,927	114,779	411,501	103,647	48	58	47	44
1922.....	13,216	1,910	8,905	2,401	643,750	111,839	425,884	106,027	49	59	48	44
1923.....	13,194	1,861	8,728	2,605	641,168	108,995	419,329	112,844	49	59	48	43
1924.....	13,306	1,731	8,969	2,606	646,692	101,642	431,481	113,569	49	58	48	44
1925.....	12,550	1,403	8,927	2,420	626,187	85,862	434,423	105,902	49	61	49	44
1926.....	12,405	1,231	8,949	2,225	615,911	76,737	441,396	97,778	50	62	49	44
1927.....	12,089	1,106	9,071	1,912	592,638	69,810	436,741	86,087	49	63	48	45
1928.....	11,904	1,047	8,975	1,882	592,316	66,050	441,251	85,015	50	63	49	45
1929.....	11,823	1,024	8,899	1,900	593,286	64,720	443,982	84,584	50	63	50	45
1930.....	10,849	583	8,742	1,524	541,636	36,805	435,652	69,179	50	63	50	45

¹ Includes also cars temporarily leased by the New York Consolidated from the Transit Development Co. and the Long Island R. R. (in 1913, 2 from T. D. Co. and 6 from L. I. R. R.; in 1914 23 from the L. I. R. R.)

² That is, convertible and semi-convertible.

TABLE 6. NEW YORK CITY

(A) Transfer

[For revenue passengers,

STREET-SURFACE RAILWAYS

YEAR ENDED JUNE 30—	Manhattan	Bronx	Brooklyn	Queens ²	Richmond	Total
1908.....	196,672,167	21,691,412	123,630,401	5,224,935	1,659,964	348,878,879
1909.....	139,607,266	20,190,400	135,200,546	5,313,039	1,648,217	301,959,468
1910.....	139,011,581	21,527,010	148,403,523	8,509,593	1,699,825	319,151,532
1911.....	137,890,530	26,371,862	136,343,719	8,943,846	1,833,587	311,383,544
1912.....	144,481,814	32,191,198	137,299,568	9,297,493	2,016,515	325,286,588
1913.....	134,118,226	36,201,615	147,032,064	9,442,049	2,134,869	328,928,823
1914.....	133,669,994	39,973,347	149,771,682	9,014,497	2,076,954	334,506,474
1915.....	137,099,224	39,495,036	161,256,691	8,592,573	2,178,144	348,621,668
1916.....	136,419,190	38,451,516	168,831,541	9,460,126	2,252,910	355,415,283
1917.....	104,558,496	30,501,260	174,035,125	8,087,115	2,432,107	319,614,103
1918.....	104,309,878	34,352,327	165,516,676	6,861,256	2,816,363	313,856,500
1919.....	91,497,716	31,169,977	158,744,862	6,454,683	3,112,997	290,980,235
1920.....	46,094,961	30,229,801	78,877,194	6,559,903	2,396,857	164,158,716
1921.....	37,171,556	35,419,098	36,870,545	6,836,013	1,964,242	118,261,454
1922.....	39,082,935	38,906,136	36,264,962	6,670,476	2,116,558	123,041,067
1923.....	36,565,226	40,504,018	37,650,248	4,317,001	2,058,613	121,095,106
1924 ³	32,807,343	40,101,201	37,727,397	4,026,455	1,951,130	116,613,526
1925 ³	28,395,638	40,908,767	36,527,888	3,613,168	1,885,036	111,330,497
1926 ³	25,592,947	40,781,195	34,858,472	3,488,707	1,643,633	106,364,954
1927.....	23,317,849	43,025,157	34,618,625	3,722,250	1,630,080	106,313,961
1928.....	21,790,450	47,113,653	34,938,737	3,371,261	1,367,304	108,581,405
1929.....	19,819,564	48,707,870	33,357,938	2,957,059	1,331,055	106,173,486
1930.....	17,199,507	47,759,690	25,698,869	2,695,900	1,176,262	94,530,228

(B) Revenue

1908.....	60,719,724	11,565,288	51,328,714	7,021,819	2,871,188	133,506,733
1909.....	54,963,496	12,926,653	51,154,947	6,774,025	2,997,294	128,816,415
1910.....	55,426,013	13,624,786	52,370,500	7,658,065	3,000,373	132,079,737
1911.....	56,410,121	14,029,774	54,809,118	9,470,443	3,001,186	137,720,642
1912.....	57,299,226	14,858,995	56,408,065	10,088,906	3,069,823	141,725,015
1913.....	55,678,125	16,207,597	58,047,603	9,953,156	3,123,000	143,009,481
1914.....	53,004,035	16,642,746	57,940,050	10,464,623	3,365,135	141,416,589
1915.....	54,545,681	16,873,569	59,211,411	10,870,854	3,357,124	144,858,639
1916.....	53,571,066	16,701,841	60,172,813	10,858,907	3,315,903	144,620,530
1917.....	44,641,948	14,087,460	60,764,785	10,411,869	3,219,931	133,125,993
1918.....	42,531,901	14,727,024	56,832,487	9,498,299	2,863,167	126,452,878
1919.....	37,690,584	12,249,279	52,477,335	9,248,142	2,694,626	114,359,966
1920.....	33,220,345	11,436,042	55,913,759	8,501,206	2,466,843	111,538,195
1921.....	32,885,343	13,055,477	47,880,225	7,943,814	2,655,171	104,420,030
1922.....	31,997,112	12,619,751	49,507,592	8,386,328	3,214,913	105,725,696
1923.....	31,288,073	12,965,512	51,077,116	8,297,668	3,265,772	106,894,141
1924 ³	31,013,886	13,386,841	50,408,716	7,889,098	3,465,450	106,163,991
1925 ³	29,972,852	13,533,635	50,709,157	7,596,036	3,288,395	105,100,075
1926 ³	28,572,510	13,444,591	51,420,074	7,202,416	3,464,606	104,104,197
1927.....	27,554,525	13,570,847	51,876,620	6,283,497	3,256,695	102,542,184
1928.....	26,494,456	14,603,301	51,602,120	6,306,890	1,763,405	100,770,172
1929.....	24,924,749	14,815,671	51,485,967	6,502,101	1,604,692	99,333,180
1930.....	23,916,636	15,253,014	51,199,873	6,607,129	1,539,986	98,516,638

¹ As shown by number of transfer slips collected.² Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.³ Transfer slips were collected at Third Avenue and 149th Street until May, 31, 1927, for passengers changing between elevated and subway and for 1915 to 1918 at Grand Central for passengers changing between the Queensboro and main-line subways. The number has not been regularly reported. The figures for 1917 and 1918 include also transfers collected at Times Square from

STREET RAILWAY TRAFFIC, 1908-1930

passengers ¹

see Table 1.]

RAPID-TRANSIT RAILWAYS

I. R. T. Subway ²	I. R. T. Elevated ³	B.-M. T. Elev.-Subway ⁴	Total	Grand total
.....	10,948,723	10,948,723	359,827,602
.....	12,380,753	12,380,753	314,340,221
.....	8,258,686	8,258,686	327,410,218
.....	7,518,489	7,518,489	318,902,033
.....	8,500,550	8,500,550	333,787,138
.....	9,294,434	9,294,434	338,223,257
.....	10,775,489	10,775,489	345,281,963
.....	10,426,486	10,426,486	359,048,154
.....	8,803,767	8,803,767	364,219,050
.....	8,138,913	8,138,913	327,753,016
.....	6,563,238	6,563,238	320,419,738
.....	3,417,555	3,417,555	294,397,790
.....	1,063,729	1,063,729	165,222,445
.....	433,185	433,185	118,704,639
.....	464,746	464,746	123,505,813
.....	527,064	527,064	121,622,170
.....	619,872	619,872	117,233,398
.....	727,610	727,610	112,058,107
.....	427,944	427,944	106,792,898
.....	311,701	311,701	106,625,662
.....	224,814	224,814	108,806,219
.....	210,653	210,653	106,384,139
.....	208,077	208,077	94,738,305

car miles

44,005,213	64,676,504	29,971,220	138,652,937	272,159,670
46,220,888	62,612,507	31,670,505	140,503,900	269,320,315
50,258,774	63,646,232	33,480,023	147,385,029	279,464,766
57,110,868	66,220,938	33,307,043	156,638,849	294,359,491
64,544,520	67,985,130	33,894,032	166,423,682	308,148,697
65,697,992	67,829,134	33,902,073	167,429,199	310,438,680
66,454,810	67,791,697	36,703,942	170,950,449	312,367,038
68,375,144	68,158,932	37,455,933	173,990,009	318,848,648
72,041,136	69,308,009	42,049,223	183,398,368	328,018,898
73,671,808	72,259,243	40,973,193	186,904,244	320,030,237
75,082,272	76,343,492	43,251,488	194,677,252	321,130,130
89,688,422	79,013,929	49,516,080	218,218,431	332,578,397
93,387,094	74,134,459	55,607,622	223,129,175	334,667,370
106,129,217	69,233,962	55,374,627	230,737,806	335,157,836
110,555,394	64,336,893	58,909,210	233,801,497	339,527,193
120,107,730	64,716,517	66,973,552	251,797,799	358,691,940
123,542,670	68,593,177	75,001,252	267,137,099	373,301,090
131,226,375	68,449,589	82,574,032	282,249,996	387,350,071
138,903,530	69,084,988	87,097,318	295,085,836	399,190,033
140,052,768	71,419,416	90,490,201	301,962,385	404,504,569
153,536,276	71,810,533	94,388,118	319,734,927	420,505,099
163,988,520	72,826,093	101,096,409	337,911,022	437,244,202
169,683,600	73,842,872	104,422,249	347,948,721	446,465,359

Seventh Avenue subway passengers. Figures in brackets are excluded from the totals; this company's transfers are generally made without slips.

⁴ Account is kept only of transfer slips from the surface to elevated lines. Other transfers are made without slips.

⁵ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 6. New York City street
(C) Passenger car

[" Active " mileage only, except in 1908, when special or chartered-car and " idle " or " dark " terminal, etc., during which passengers are not carried. In 1930, the idle mileage was 9,693,045

STREET-SURFACE RAILWAYS

YEAR ENDED JUNE 30 —	Manhattan	Bronx	Brooklyn	Queens ¹	Richmond	Total
1908.....	60,393,656	11,565,288	50,912,449	7,001,659	2,871,188	132,744,240
1909.....	54,917,368	12,851,991	50,452,084	6,643,356	2,993,928	127,858,727
1910.....	54,174,356	13,400,450	51,644,950	7,432,955	2,987,969	129,640,680
1911.....	55,288,453	13,828,471	53,948,618	9,163,601	2,996,477	135,225,620
1912.....	56,631,840	14,608,724	55,144,689	9,710,437	3,065,785	139,161,475
1913.....	55,178,505	15,787,179	56,758,896	9,524,316	3,120,509	140,369,405
1914.....	52,507,397	16,187,097	59,531,113	9,973,653	3,362,089	138,561,349
1915.....	53,958,091	16,374,651	57,955,411	10,351,353	3,353,215	141,992,721
1916.....	52,954,861	16,232,512	58,960,071	10,347,166	3,312,286	141,806,896
1917.....	44,107,413	13,735,048	59,681,034	9,994,595	3,218,579	130,736,669
1918.....	42,051,574	14,369,546	55,897,410	9,186,688	2,860,535	124,365,753
1919.....	37,208,846	12,009,069	51,718,685	8,968,412	2,694,125	112,699,137
1920.....	32,877,619	11,239,488	55,026,417	8,238,977	2,465,843	109,848,344
1921.....	32,641,180	12,916,042	47,154,997	7,695,450	2,654,758	103,062,427
1922.....	31,744,931	12,519,377	48,733,108	8,121,230	3,214,668	104,333,314
1923.....	31,049,585	12,860,229	50,229,439	8,102,918	3,265,460	105,507,631
1924 ²	30,781,072	13,277,994	49,595,394	7,802,602	3,465,327	104,922,389
1925 ²	29,755,204	13,438,395	49,901,582	7,550,733	3,288,283	103,934,197
1926 ²	28,334,899	13,558,926	50,686,397	7,171,272	3,464,503	103,015,997
1927.....	27,355,000	13,494,044	51,244,140	6,263,013	3,256,658	101,592,855
1928.....	26,242,469	14,522,971	51,008,808	6,287,778	1,763,383	99,825,409
1929.....	24,687,441	14,731,694	50,951,577	6,487,658	1,604,632	98,463,002
1930.....	23,688,730	15,158,613	50,814,450	6,573,337	1,539,953	97,775,083

(D) Active car-sea ^t

[A car-seat mile is the product of a car

1910 ¹	2,083,031	577,095	2,332,205	321,169	110,035	5,423,535
1911.....	2,205,133	618,431	2,410,672	395,606	115,185	5,745,027
1912.....	2,271,384	660,969	2,441,333	418,297	115,869	5,907,852
1913.....	2,261,417	724,230	2,518,617	409,488	122,469	6,036,221
1914.....	2,216,194	738,708	2,528,606	426,933	132,108	6,042,549
1915.....	2,322,581	748,490	2,601,374	452,669	139,343	6,264,457
1916.....	2,283,883	724,382	2,602,631	447,494	152,703	6,211,093
1917.....	1,897,500	602,668	2,621,872	435,794	147,815	5,705,649
1918.....	1,808,852	649,184	2,413,566	406,157	124,445	5,402,204
1919.....	1,562,628	555,323	2,225,394	397,422	114,992	4,855,759
1920.....	1,380,952	516,102	2,374,515	362,344	109,428	4,743,341
1921.....	1,382,463	581,430	2,112,102	336,794	113,475	4,526,264
1922.....	1,360,750	570,757	2,197,724	351,203	128,918	4,609,352
1923.....	1,321,635	602,457	2,248,053	350,116	131,275	4,653,536
1924 ²	1,293,283	582,339	2,217,232	339,645	139,318	4,571,817
1925 ²	1,226,165	584,526	2,270,957	325,496	132,939	4,540,083
1926 ²	1,156,214	592,570	2,380,680	307,568	128,996	4,566,028
1927.....	1,117,665	595,900	2,376,662	268,778	116,415	4,475,420
1928.....	1,088,693	639,105	2,355,936	272,659	70,772	4,427,165
1929.....	1,028,000	643,409	2,333,570	281,114	65,650	4,351,743
1930.....	982,785	664,739	2,316,788	288,042	63,615	4,315,969

¹ Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.

railway traffic, 1908-1930
miles (active)

mileage of regular cars were included. "Idle" mileage is that between car-house and initial route and the special car 3,915.]

RAPID-TRANSIT RAILWAYS

I. R. T. Subway	I. R. T. Elevated	B.-M. T. Elev.-Subway	Total	Grand total
44,005,213	64,584,609	29,971,220	138,561,042	271,305,282
45,782,984	61,475,853	30,824,610	138,083,447	265,942,174
49,755,909	62,504,996	32,815,745	145,076,650	274,717,330
56,435,048	65,000,949	32,544,643	153,980,640	289,206,260
63,210,703	66,381,059	32,976,889	162,568,651	301,730,126
64,282,385	66,145,579	32,926,563	163,354,527	303,723,932
64,715,993	66,075,979	35,702,636	166,494,608	305,055,957
66,535,245	66,398,656	36,357,681	169,291,582	311,284,303
70,132,538	67,592,485	41,264,529	178,989,552	320,796,448
71,737,694	70,605,164	40,360,052	182,702,910	313,439,579
73,060,979	74,462,595	42,844,867	190,368,441	314,734,194
88,142,872	76,887,032	48,737,932	213,767,836	326,366,973
91,788,562	71,740,047	54,694,450	218,223,059	328,071,403
104,044,958	66,951,464	54,351,156	225,347,578	328,410,005
107,767,122	61,901,822	57,686,787	227,355,731	331,689,045
116,834,285	62,098,275	65,582,191	244,514,751	350,022,382
119,429,287	65,938,173	73,695,148	259,062,608	363,984,997
127,138,347	65,871,500	81,259,824	274,269,671	378,203,868
134,928,950	66,493,786	85,709,681	287,132,417	390,148,414
136,255,112	68,793,143	89,011,154	294,059,409	395,652,264
149,462,626	69,090,325	92,861,393	311,414,344	411,239,753
159,563,907	70,195,272	99,344,730	329,103,909	427,566,911
165,149,918	71,288,216	102,479,803	338,917,937	436,693,020

miles (in thousands) ³

mile multiplied by seating capacity.]

2,587,308	3,000,239	1,711,038	7,298,585	12,722,120
2,934,622	3,120,046	1,696,089	7,750,757	13,495,784
3,286,956	3,186,291	1,718,654	8,191,901	14,099,753
3,342,684	3,174,988	1,715,874	8,233,546	14,269,767
3,365,232	3,171,647	1,877,844	8,414,723	14,457,272
3,459,833	3,187,135	1,939,760	8,586,728	14,851,185
3,646,892	3,244,439	2,426,410	9,317,741	15,528,834
3,730,360	3,391,390	2,493,687	9,615,437	15,321,086
3,799,282	3,574,205	2,751,637	10,125,124	15,527,328
4,583,525	3,690,577	3,315,066	11,589,168	16,444,927
4,773,006	3,443,522	3,851,719	12,068,247	16,811,588
5,410,338	3,213,670	3,912,164	12,536,172	17,062,436
5,603,890	2,971,286	4,240,902	12,816,078	17,425,430
6,075,383	2,980,717	4,900,901	13,957,001	18,610,537
6,210,323	3,165,032	5,622,046	14,997,401	19,569,218
6,611,194	3,161,832	6,259,423	16,032,449	20,572,532
7,016,305	3,191,702	6,589,837	16,797,844	21,363,872
7,085,266	3,302,071	6,755,792	17,143,129	21,618,549
7,772,056	3,316,336	6,490,893	17,579,285	22,006,450
8,297,323	3,869,373	7,009,368	18,676,064	23,027,807
8,587,796	3,421,834	7,251,542	19,261,172	23,577,141

² Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

³ No returns prior to 1910.

TABLE 6. New York City street
(E) Passenger

STREET-SURFACE RAILWAYS

YEAR ENDED JUNE 30—	Manhattan	Bronx	Brooklyn	Queens ¹	Richmond	Total
1908 ²	N. R.	N. R.	6,769,437	748,536	330,620	
1909.....	7,733,419	1,547,569	6,560,606	703,420	346,558	16,891,572
1910.....	7,853,735	1,572,451	6,725,197	789,254	361,988	17,302,625
1911.....	7,973,926	1,612,940	6,940,513	961,307	362,384	17,851,070
1912.....	8,443,263	1,725,187	7,016,416	1,023,542	368,560	18,576,968
1913.....	8,029,854	1,868,488	7,176,267	1,005,480	363,000	18,443,089
1914.....	7,777,563	1,935,979	7,197,800	1,039,554	370,518	18,321,414
1915.....	7,762,063	1,947,211	7,261,604	1,087,674	366,900	18,425,452
1916.....	7,599,646	1,946,624	7,386,310	1,088,886	362,747	18,384,213
1917.....	6,674,961	1,687,062	7,384,772	1,047,031	353,059	17,146,885
1918.....	6,235,834	1,684,232	6,993,201	959,933	320,447	16,193,647
1919.....	5,399,749	1,381,882	6,398,284	903,208	309,472	14,392,595
1920.....	4,822,059	1,264,223	6,879,850	848,684	290,504	14,105,320
1921.....	4,711,598	1,498,317	5,895,823	810,531	316,931	13,233,200
1922.....	4,569,672	1,481,522	6,040,152	871,016	372,313	13,334,675
1923.....	4,562,211	1,563,521	6,271,637	926,894	376,242	13,700,505
1924 ³	4,596,509	1,646,774	6,308,365	891,490	396,751	13,839,889
1925 ³	4,461,122	1,686,090	6,445,794	864,544	400,026	13,857,576
1926 ³	4,317,744	1,700,508	6,572,667	817,741	410,100	13,818,760
1927.....	4,296,493	1,748,688	6,621,955	738,031	386,089	13,791,256
1928.....	4,201,129	1,874,311	6,578,528	744,299	218,582	13,616,849
1929.....	4,017,255	1,934,579	6,619,716	760,182	201,438	13,533,170
1930.....	4,003,236	2,016,480	6,617,088	770,014	187,868	13,594,686

(F) Average maximum number of

[Allowance is made for the operation of

1910.....	1,850	291	1,719	130	80	4,070
1911.....	1,905	297	1,769	200	78	4,249
1912.....	1,986	353	1,765	204	73	4,381
1913.....	1,901	495	1,822	203	77	4,498
1914.....	1,829	533	1,840	224	74	4,500
1915.....	1,867	544	1,872	243	85	4,611
1916.....	1,883	521	1,904	252	84	4,644
1917.....	1,657	508	1,891	236	86	4,378
1918.....	1,556	453	1,800	192	70	4,071
1919.....	1,381	389	1,625	184	79	3,658
1920.....	1,331	428	1,701	167	61	3,688
1921.....	1,192	412	1,469	160	57	3,290
1922.....	1,276	495	1,477	175	78	3,501
1923.....	1,205	357	1,532	194	81	3,369
1924 ³	1,228	392	1,542	186	90	3,438
1925 ³	1,183	416	1,542	174	75	3,390
1926 ³	1,110	427	1,593	171	72	3,373
1927.....	1,101	426	1,611	172	68	3,378
1928.....	1,060	479	1,552	190	54	3,335
1929.....	1,035	597	1,534	206	48	3,420
1930.....	1,001	664	1,478	213	40	3,396

¹ Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.² Data for 1908 are incomplete and inaccurate. Special or chartered car hours are included for this year only.

railway traffic, 1908-1930
car hours

RAPID-TRANSIT RAILWAYS

I. R. T. Subway	I. R. T. Elevated	B.-M. T. Elev.-Subway	Total	Grand total
2,420,133	4,332,791	2,745,652	9,498,576	
2,568,105	4,148,274	2,725,570	9,441,949	26,333,521
2,765,265	4,237,634	2,844,904	9,847,803	27,150,428
3,110,475	4,418,271	2,821,577	10,350,323	28,201,393
3,460,175	4,523,082	2,855,577	10,838,834	29,415,802
3,525,748	4,517,038	2,856,482	10,899,268	29,342,357
3,547,094	4,513,925	3,071,485	11,132,504	29,453,918
3,655,152	4,542,027	3,118,391	11,315,570	29,741,022
3,839,579	4,601,341	3,326,862	11,767,782	30,151,995
3,946,443	4,768,225	3,126,192	11,840,860	28,987,745
4,049,998	5,015,266	3,233,530	12,298,794	28,492,441
4,869,471	5,199,687	3,670,698	13,739,856	28,132,451
5,169,552	4,865,463	4,051,252	14,086,267	28,191,587
5,914,847	4,529,997	4,000,525	14,445,369	27,678,569
6,263,242	4,190,416	4,267,812	14,721,470	28,056,145
6,755,114	4,192,782	4,801,634	15,749,530	29,450,035
6,885,415	4,408,837	5,341,538	16,635,790	30,475,679
7,290,314	4,388,135	5,884,503	17,562,952	31,420,528
7,767,633	4,410,457	6,216,998	18,395,088	32,213,848
7,847,804	4,547,390	6,462,921	18,858,115	32,649,371
8,632,163	4,566,167	6,742,228	19,940,558	33,557,407
9,226,667	4,592,757	7,381,448	21,200,872	34,734,042
9,543,300	4,651,779	7,714,495	21,909,574	35,504,260

passenger cars operated per day ¹
certain lines for less than a full year.]

713	1,421	855	2,989	7,059
841	1,481	858	3,180	7,429
912	1,408	852	3,172	7,553
973	1,487	884	3,344	7,842
985	1,512	889	3,386	7,886
985	1,548	903	3,436	8,047
1,009	1,548	924	3,481	8,125
1,072	1,677	983	3,732	8,110
1,109	1,602	1,105	3,816	7,887
1,494	1,791	1,131	4,416	8,074
1,500	1,798	1,199	4,497	8,185
1,782	1,779	1,309	4,870	8,160
1,808	1,639	1,273	4,720	8,221
1,827	1,696	1,383	4,906	8,275
1,803	1,756	1,448	5,007	8,445
1,971	1,747	1,628	5,346	8,736
2,034	1,784	1,552	5,370	8,743
2,103	1,839	1,506	5,448	8,826
2,213	1,874	1,573	5,660	8,995
2,222	1,904	1,694	5,820	9,240
2,178	1,914	1,726	5,818	9,214

¹ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 7. STREET RAILWAY CASUALTIES

(A) Number reported each year, 1908-1930

YEAR ENDED JUNE 30—	SURFACE RAILWAYS					Rapid- transit rail- ways	Grand total
	Man- hattan	Bronx	Brooklyn Manhattan- Transit (part) ¹	Other ¹	Total		
1908.....	16,570	1,339	8,279	858	27,046	5,409	32,455
1909.....	13,253	1,066	7,918	1,600	23,837	6,547	30,384
1910.....	12,800	1,225	7,945	1,630	23,600	7,414	31,014
1911.....	13,253	1,728	8,567	1,733	25,281	9,467	34,748
1912.....	12,973	1,980	9,124	1,873	25,950	10,543	36,493
1913.....	13,447	2,225	9,731	2,145	27,548	11,250	38,798
1914.....	13,487	1,905	11,227	2,067	28,686	11,992	40,678
1915.....	13,769	2,154	10,004	2,120	28,047	11,844	39,891
1916.....	12,351	1,984	10,097	2,201	26,633	12,876	39,509
1917.....	14,481	2,619	9,905	2,422	29,427	15,453	44,880
1918.....	12,076	2,060	9,341	2,955	26,432	13,472	39,904
1919.....	9,226	1,876	8,566	1,240	20,908	13,086	33,994
1920.....	6,358	2,543	6,954	1,261	17,116	12,741	29,857
1921.....	6,283	3,145	7,403	1,552	18,383	13,993	32,376
1922.....	6,174	3,061	7,153	1,599	17,987	14,489	32,476
1923.....	6,188	3,411	8,403	1,670	19,672	14,667	34,339
1924 ²	6,628	4,013	5,443	1,339	17,423	14,796	32,219
1925 ²	6,018	3,797	7,236	1,089	18,140	15,543	33,683
1926 ²	5,071	3,257	7,585	791	16,704	17,213	33,917
1927.....	4,912	3,285	8,023	916	17,136	20,065	37,201
1928.....	5,325	2,857	7,178	909	16,269	20,538	36,807
1929.....	5,949	3,931	7,099	976	17,955	23,535	41,490
1930.....	5,887	3,853	7,117	904	17,761	25,080	42,841

¹ The Brooklyn City is included throughout under Brooklyn-Manhattan Transit.² Data for operation of Williamsburg Bridge Line by Dept. of Plant and Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 7. Street railway casualties
(B) Fatal accidents reported each year,¹ 1908-1930

YEAR ENDED JUNE 30—	SURFACE RAILWAYS					RAPID TRANSIT RAILWAYS				Grand total
	Man- hattan	Bronx	B.-M. T. (part) ²	Other	Total	I. R. T.	B.-M.T. (part)	Total		
1908.....	180	19	97	8	304	53	31	84	388	
1909.....	116	19	60	10	205	39	20	59	264	
1910.....	76	8	57	6	147	51	28	79	226	
1911.....	81	12	65	10	168	42	20	62	230	
1912.....	79	18	39	6	142	59	15	74	216	
1913.....	84	14	53	13	164	44	12	56	220	
1914.....	64	11	58	5	138	48	31	79	217	
1915.....	55	11	44	8	118	66	21	87	205	
1916.....	56	11	33	7	107	53	28	81	188	
1917.....	73	20	42	12	147	52	27	79	226	
1918.....	66	12	53	32	163	39	41	80	243	
1919.....	52	14	32	8	106	64	128	192	298	
1920.....	31	10	35	9	85	48	28	76	161	
1921.....	38	15	28	10	91	43	27	70	161	
1922.....	25	7	28	6	66	60	27	87	153	
1923.....	28	11	21	10	70	56	28	84	154	
1924 ³	28	19	31	11	89	93	36	129	218	
1925 ³	21	7	32	5	65	69	41	110	175	
1926 ³	38	10	59	4	111	71	61	132	243	
1927.....	26	16	42	7	91	88	44	132	223	
1928.....	18	9	34	4	65	86	36	122	187	
1929.....	25	18	30	4	77	121	35	156	233	
1930.....	17	10	24	3	54	99	48	147	201	

(C) Persons killed, distributed as passengers, employees and others,¹ 1908-1930

YEAR ENDED JUNE 30—	Passengers	Employees	Others	Total
1908.....	85	55	248	388
1909.....	42	45	177	264
1910.....	57	50	119	226
1911.....	63	44	123	230
1912.....	65	36	115	216
1913.....	58	45	117	220
1914.....	60	38	119	217
1915.....	57	46	102	205
1916.....	50	50	88	188
1917.....	59	41	126	226
1918.....	70	50	123	243
1919.....	162	46	90	298
1920.....	54	45	62	161
1921.....	60	28	73	161
1922.....	71	32	50	153
1923.....	69	33	52	154
1924 ³	103	41	74	218
1925 ³	86	34	55	175
1926 ³	113	39	91	243
1927.....	122	34	67	223
1928.....	98	36	53	187
1929.....	132	36	65	233
1930.....	120	36	45	201

¹ Figures for 1908, 1909 and 1910 may include a few fatalities on New York City roads in Nassau County. Thereafter only those occurring within the city are included.

² The Brooklyn City is included throughout under Brooklyn-Manhattan Transit.

³ See note 2 on preceding page.

TABLE 7. Street railway casualties
(D) Average amounts expended in settlement for personal injury claims, 1914-1930 ¹

YEAR ENDED JUNE 30 —	Settlement before suit	Suits compro- mised	Judgments	All settlements
1914 ²	\$49 04	\$238 53	\$580 62	\$81 68
1915.....	50 39	223 54	605 26	94 09
1916.....	52 36	236 69	667 00	95 91
1917.....	58 94	217 10	691 90	95 42
1918.....	57 84	236 77	733 58	110 38
1919.....	76 30	292 60	886 28	133 73
1920.....	77 95	321 96	1,267 93	119 47
1921.....	88 63	349 81	1,231 94	133 02
1922.....	87 54	380 60	1,853 40	162 40
1923.....	91 55	415 81	1,434 44	167 03
1924 ³	121 03	531 51	1,121 99	214 89
1925 ³	92 21	384 79	1,091 59	160 49
1926 ³	93 08	315 32	985 57	150 20
1927.....	78 92	211 58	1,378 41	136 96
1928.....	86 53	237 90	1,106 66	145 48
1929.....	113 60	276 07	877 57	166 53
1930.....	101 11	339 97	827 38	160 47

¹ Figures not available prior to 1914.

² Data not complete.

³ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 8. OFFICERS, EMPLOYEES AND THEIR COMPENSATION
(A) Number, by chief occupational groups, 1908-1930

YEAR ENDED JUNE 30—	Officers	Office em- ployees	Motor- men, drivers and operators	Conduct- ors and guards	Other trans- por- tation ¹	Power	Shops and car- houses	All others	Total
1908....	123	1,760	7,468	10,982	10,539	2,635	5,081	....	38,588
1909....	203	2,122	6,780	9,639	9,771	2,422	5,440	....	36,377
1910....	140	1,678	6,713	10,073	10,127	2,294	5,338	20	36,383
1911....	145	1,791	6,941	10,517	10,987	2,406	6,094	6	38,887
1912....	147	1,764	7,106	10,704	10,317	2,346	5,486	114	37,984
1913....	140	1,702	7,385	² 10,964	11,446	2,202	5,481	134	39,454
1914....	132	1,677	7,135	10,654	10,689	2,025	5,811	185	38,308
1915....	137	2,059	7,049	10,534	11,646	2,320	5,624	283	39,652
1916....	116	2,121	6,839	10,121	11,333	1,985	6,284	396	39,195
1917....	136	2,565	6,954	11,005	13,501	2,442	7,467	328	44,398
1918....	103	2,710	5,998	10,476	13,663	3,474	6,580	237	43,241
1919....	99	2,701	6,679	11,256	12,261	2,463	6,618	126	42,203
1920....	138	2,412	6,310	11,015	11,425	2,126	6,648	197	40,271
1921....	150	2,738	6,075	10,314	10,745	1,818	6,503	362	38,705
1922....	146	2,678	5,958	9,929	11,191	1,767	6,202	425	38,296
1923....	147	2,748	5,969	9,095	10,207	1,797	7,511	549	38,023
1924 ³	154	2,875	6,389	8,636	10,569	1,843	7,850	592	38,908
1925 ³	155	2,907	6,407	8,258	11,026	1,930	8,034	672	39,389
1926 ³	148	2,907	6,486	8,126	10,818	1,990	7,500	719	38,694
1927....	101	2,938	6,826	8,419	11,073	1,995	8,274	650	40,276
1928....	88	3,196	6,531	8,424	11,623	1,968	8,596	682	41,108
1929....	65	3,124	6,460	8,261	11,607	1,997	8,503	485	40,502
1930....	60	3,024	6,459	7,300	12,661	1,948	8,649	688	40,789

(B) Aggregate salaries and wages, 1908-1930

YEAR ENDED JUNE 30—	Officers	Office employees	Other employees	Totalsalaries and wages	Portion not included in street railway operating expenses ⁴	Balance included in street railway operating expenses
1908.....	\$781,546	\$1,098,378	\$20,659,365	\$22,539,289	N.S.	N.S.
1909.....	863,813	1,795,728	22,958,857	25,618,398	N.S.	N.S.
1910.....	746,810	1,551,651	23,738,544	26,037,005	\$1,013,209	\$25,023,796
1911.....	777,081	1,570,314	25,466,115	27,813,510	1,129,563	26,683,947
1912.....	821,462	1,634,787	25,609,621	28,065,870	893,797	27,172,073
1913.....	843,714	1,878,467	25,459,294	28,181,475	1,058,174	27,123,301
1914.....	964,484	2,101,859	26,970,730	30,037,073	1,252,568	28,784,505
1915.....	922,267	2,679,111	27,741,919	31,343,297	2,465,370	28,877,927
1916.....	903,422	2,832,981	28,955,633	32,692,036	2,567,991	30,124,045
1917.....	890,873	3,258,935	33,799,678	37,949,486	4,417,684	33,531,802
1918.....	854,682	3,494,868	38,164,775	42,514,325	5,599,635	36,914,690
1919.....	829,273	3,725,908	49,123,026	53,678,207	4,579,035	49,099,172
1920.....	834,676	4,640,301	61,032,771	66,507,748	4,035,728	62,472,020
1921.....	854,081	5,102,813	63,656,818	69,613,712	3,558,357	66,055,355
1922.....	906,003	4,764,374	56,298,402	61,968,779	2,649,560	59,319,219
1923.....	945,121	4,870,972	57,309,035	63,125,128	2,725,723	60,399,405
1924 ³	1,097,737	5,324,236	61,162,462	67,584,435	3,253,199	64,331,236
1925 ³	1,218,936	5,521,900	60,753,892	67,494,728	3,179,803	64,314,925
1926 ³	1,305,308	5,739,280	60,614,880	67,659,468	3,591,069	64,068,399
1927.....	969,844	6,507,761	62,902,665	70,380,270	2,847,295	67,532,975
1928.....	931,529	6,998,343	65,636,964	73,566,836	2,882,911	70,683,925
1929.....	828,518	7,185,946	66,799,892	74,814,356	2,830,135	71,984,221
1930.....	744,944	6,949,903	67,509,676	75,204,523	3,102,892	72,101,631

¹ Includes inspectors, train clerks, dispatchers, starters, depot masters, ticket agents, register takers, gatemen, platform men, transfer agents, switchmen, flagmen, yardmen, road and trackmen, tube cleaners, channel-rail men, station porters and watchmen, freight laborers, hostlers and stablemen.

² Probably excessive, owing to unexplained increases in numbers reported by New York Railways Co.

³ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

⁴ Charged to construction account, auxiliary operations, other companies, etc.

TABLE 8. Officers, employees and their compensation
(C) Distribution of operating payrolls, 1910-1930 ¹

YEAR ENDED JUNE 30 —	Maintenance	Power plant operation	Operation of cars	Other operating expenses	Total compensation included in street railway operating expenses
1910 ¹	\$5,715,413	\$1,480,476	\$15,867,828	\$1,960,079	\$25,023,796
1911.....	6,261,939	1,488,386	16,958,245	1,975,377	26,683,947
1912.....	5,968,661	1,510,512	17,640,478	2,052,422	27,172,073
1913.....	5,954,327	1,401,251	17,724,495	2,043,228	27,123,301
1914.....	6,637,347	² 1,312,698	² 18,587,178	2,247,282	28,784,505
1915.....	6,580,223	² 1,255,968	² 18,697,938	2,343,798	28,877,927
1916.....	6,725,261	² 1,136,133	² 19,939,083	2,323,568	30,124,045
1917.....	7,413,763	² 1,254,097	² 22,140,971	2,722,971	33,531,802
1918.....	8,419,788	1,528,932	24,211,831	2,754,139	36,914,690
1919.....	12,044,290	2,075,850	31,741,125	3,237,907	49,099,172
1920.....	15,440,455	2,706,105	40,589,783	3,735,677	62,472,020
1921.....	15,692,203	2,699,091	43,619,427	4,044,634	66,055,355
1922.....	15,060,380	2,367,035	38,076,323	3,815,481	59,319,219
1923.....	16,030,760	2,412,935	37,973,923	3,981,787	60,399,405
1924 ²	18,012,598	2,483,682	39,553,621	4,281,335	64,331,236
1925 ²	18,217,501	2,572,288	38,959,578	4,565,558	64,314,925
1926 ²	18,006,393	2,570,662	38,895,719	4,595,625	64,068,399
1927.....	19,568,816	2,687,317	40,006,637	5,270,205	67,532,975
1928.....	20,896,252	2,859,850	41,513,469	5,414,354	70,683,925
1929.....	21,670,070	2,859,371	41,910,377	5,544,403	71,984,221
1930.....	22,558,956	2,857,945	41,611,460	5,073,270	72,101,631

(D) Ratio (per cent.) of payrolls to total expense of each department, 1910-1930 ¹

YEAR ENDED JUNE 30 —	Maintenance	Power plant	Operation of cars	Other operating expenses	All operating expenses
1910 ¹	47.50	18.51	95.47	32.87	58.72
1911.....	49.35	18.09	94.94	32.53	59.49
1912.....	45.84	17.71	94.90	33.64	58.77
1913.....	44.85	16.84	93.70	32.07	57.85
1914.....	45.51	16.11	95.16	35.95	59.18
1915.....	44.45	15.59	94.37	39.00	59.05
1916.....	44.36	14.78	95.31	38.08	59.62
1917.....	50.40	16.25	94.49	37.26	61.86
1918.....	54.39	14.33	95.47	39.62	63.14
1919.....	67.57	14.83	95.40	41.04	67.28
1920.....	60.73	16.60	95.71	45.63	67.67
1921.....	55.57	13.94	92.26	48.07	63.95
1922.....	56.44	13.59	96.08	43.89	64.18
1923.....	58.25	12.00	97.43	43.84	63.22
1924 ²	61.01	14.18	96.55	43.04	65.68
1925 ²	61.59	15.57	96.51	42.73	66.19
1926 ²	60.80	15.26	96.64	41.61	65.54
1927.....	63.00	15.56	95.11	45.93	66.29
1928.....	66.77	16.27	96.18	45.95	68.08
1929.....	68.09	16.38	96.67	44.36	68.46
1930.....	60.18	16.16	96.23	44.77	65.70

¹ Figures not available prior to 1910.

² The distribution between Power plant and Operation of cars as published in Table XII of Annual Reports for 1914 to 1917 has been revised to bring estimates made therein for the Interborough into closer agreement with the schedule of operating expenses.

³ See this note on preceding page.

TABLE 8. Officers, employees and their compensation
(E) Average wages of car-platform men and ticket agents on June 30, 1909-1930 ¹

JUNE 30 —	MOTORMEN, DRIVERS AND OPERATORS		CONDUCTORS AND GUARDS		TICKET AGENTS ³	
	Number in service	Average wage per hour (cents) ²	Number in service	Average wage per hour (cents) ²	Number in service	Average wage per hour (cents)
1909 ¹	7,080	24.03	9,676	—	1,151	—
1910.....	7,034	24.99	10,073	—	1,137	—
1911.....	7,486	25.62	10,914	23.01	1,130	17.11
1912.....	7,517	25.74	10,886	22.69	1,111	17.12
1913.....	7,090	26.87	9,956	23.35	1,154	17.22
1914.....	7,451	27.24	10,657	23.63	1,180	17.19
1915.....	7,260	27.52	10,632	22.46	1,250	17.29
1916.....	7,270	28.67	11,043	24.77	1,522	19.93
1917.....	7,404	30.99	11,645	27.69	1,860	22.70
1918.....	6,474	33.98	11,380	28.59	2,029	22.48
1919.....	7,133	47.43	12,509	41.76	1,994	30.94
1920.....	6,751	61.88	11,643	55.26	2,023	41.75
1921.....	6,397	65.31	10,799	57.37	2,099	42.44
1922.....	6,243	59.40	10,199	51.40	2,035	39.00
1923.....	6,040	60.27	9,172	51.77	1,985	39.18
1924 ⁴	6,473	62.83	8,811	54.63	2,054	41.06
1925 ⁴	6,545	63.47	8,434	54.62	2,082	40.71
1926 ⁴	6,493	63.68	7,852	55.38	2,123	40.81
1927.....	6,674	65.86	8,397	57.16	2,151	43.01
1928.....	6,594	66.51	8,594	57.39	2,278	45.41
1929.....	6,440	67.41	8,359	57.80	2,301	45.11
1930.....	6,577	68.25	7,480	58.17	2,300	45.32

¹ Figures not available prior to 1909.

² Through 1922 these averages were computed from figures including Hudson and Manhattan which figures were comparatively small.

³ On rapid transit lines.

⁴ Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

TABLE 9. FINANCIAL SUMMARY OF STREET RAILWAY OPERATIONS

ITEM	1920	1921	1922	1923
OPERATING REVENUES				
Passenger revenue.....	\$113,079,022	\$119,268,728	\$124,053,178	\$128,341,679
Other street railway operating revenues.....	8,553,945	9,969,023	9,399,508	10,113,806
Total street railway operating revenues...	\$121,632,967	\$129,237,751	\$133,452,686	\$138,455,485
OPERATING EXPENSES AND TAXES				
Maintenance of way and structures — expended.....	\$10,354,191	\$11,278,652	\$11,229,529	\$11,876,078
Maintenance of way and structures — reserved.....	1,397,690	1,201,165	1,092,671	1,518,153
Maintenance of equipment — expended.....	13,845,245	14,144,322	12,708,765	13,775,006
Maintenance of equipment — reserved.....	Cr 173,626	1,613,720	1,650,589	477,921
Total maintenance.....	\$25,423,500	\$28,237,859	\$26,681,554	\$27,647,158
Operation of power plant.....	16,302,743	19,360,949	17,416,379	20,193,221
Operation of cars.....	42,409,496	47,280,136	39,631,563	39,395,598
Injuries and damages.....	3,712,439	3,757,487	3,994,872	4,278,084
General (including traffic) expenses.....	4,474,734	4,657,243	4,698,136	4,809,635
Total street railway operating expenses...	\$92,322,912	\$103,293,674	\$92,422,504	\$96,323,696
Street railway taxes.....	6,940,317	7,027,590	7,887,318	7,997,816
Total expenses and taxes.....	\$99,263,229	\$110,321,264	\$100,309,822	\$104,321,512
INCOME AND SURPLUS				
Income from street railway operations.....	\$22,369,738	\$18,916,487	\$33,142,864	\$34,133,973
Other income ¹	5,048,036	5,310,167	5,926,898	6,237,450
Gross income.....	\$27,417,774	\$24,226,654	\$39,069,762	\$40,371,423
Deductions from income:				
Interest on funded debt ²	\$16,379,833	\$17,459,320	\$17,893,848	\$17,881,222
Other interest.....	4,415,713	4,805,185	5,110,306	4,632,640
Rent for lease of road.....	13,042,793	13,491,428	13,593,792	11,185,352
Other rents.....	1,926,250	2,434,879	2,313,551	2,366,626
Other deductions ³	2,314,549	2,398,388	2,451,109	2,470,470
Total.....	\$38,079,138	\$40,589,200	\$41,362,606	\$38,536,310
Net corporate income.....	D \$10,661,364	D \$16,362,546	D \$2,292,844	\$1,835,113
Dividends declared (operating companies) ⁴	1,032,500	1,030,500	1,030,500	1,742,875
Surplus after dividends (operating companies).....	D 11,693,864	D 17,393,046	D 3,323,344	92,238
Accumulated surplus (operating companies).....	D 12,470,419	D 34,014,356	D 41,055,823	D 38,856,353
Dividends declared (lessor companies).....	4,200,000	4,200,000	⁵ 2,297,472	1,710,000
Accumulated surplus (lessor companies).....	8,633,898	10,629,757	11,567,389	12,025,818
Total dividends (operating and lessor cos.).....	5,232,500	5,230,500	3,327,972	3,452,875
Total accumulated surplus (op. and lessor cos.).....	D 3,836,521	D 23,384,599	D 29,488,434	D 26,830,535

¹ For capitalization data see Summary Table 2; for 1913-1919 figures see Summary Table 10 of 1923 Report.

² Data for operation of Williamsburg Bridge Line by Dept. of Plant & Structures are excluded from these figures for the period December 1, 1923 to June 30, 1926.

³ Included under Other Income is \$1,420,000 annual rental for lease of steam portion of New York & Harlem, which amount is paid directly to security holders in the form of interest on bonds, \$420,000, and dividends on stock, \$1,000,000, here shown under Interest on funded debt and Dividends declared (operating companies), respectively.

⁴ Principally sinking fund accruals.

⁵ This figure includes only \$2,100,000 of the \$4,200,000 annual dividends payable by the

IN THE CITY OF NEW YORK FOR YEARS ENDED JUNE 30, 1920-1930¹

1924 ²	1925 ²	1926 ²	1927	1928	1929	1930
\$133,684,122 9,933,491	\$135,869,961 9,960,593	\$138,451,534 11,322,567	\$142,611,412 10,947,579	\$146,440,778 10,980,375	\$148,151,434 11,425,001	\$150,167,275 11,754,173
\$143,617,613	\$145,830,554	\$149,774,101	\$153,558,991	\$157,421,153	\$159,576,435	\$161,921,448
\$13,092,804 923,673 16,152,547 Cr 643,933	\$14,386,067 Cr 332,829 16,602,172 Cr 1,075,172	\$14,115,891 Cr 136,578 16,158,156 Cr 521,868	\$14,255,829 Cr 22,967 17,056,775 Cr 229,677	\$14,742,111 Cr 411,328 17,383,555 Cr 418,711	\$15,389,815 Cr 595,605 18,239,556 Cr 1,207,159	\$16,826,531 510,744 18,424,047 1,724,789
\$29,525,091 17,509,897 40,965,074 5,124,784 4,814,626	\$29,580,238 16,525,164 40,370,399 5,612,503 5,071,913	\$29,615,601 16,848,236 40,249,668 5,971,120 5,074,097	\$31,059,960 17,272,914 42,065,379 6,122,020 5,351,820	\$31,295,627 17,581,930 43,160,265 6,038,418 5,744,214	\$31,826,607 17,461,502 43,356,270 6,369,469 6,128,032	\$37,486,111 17,685,549 43,240,525 5,669,899 5,661,788
\$97,939,472 8,139,857	\$97,160,217 8,791,470	\$97,758,722 8,809,341	\$101,872,093 8,701,758	\$103,820,454 8,423,428	\$105,141,880 7,529,102	\$109,743,872 7,824,849
\$106,079,329	\$105,951,687	\$106,568,063	\$110,573,851	\$112,243,882	\$112,670,982	\$117,568,721
\$37,538,284 4,749,671	\$39,878,867 4,583,736	\$43,206,038 4,572,766	\$42,985,140 4,489,639	\$45,177,271 4,436,369	\$46,905,453 4,899,955	\$44,352,727 4,819,198
\$42,287,955	\$44,462,603	\$47,778,804	\$47,474,779	\$49,613,640	\$51,805,408	\$49,171,925
\$22,266,825 3,714,766 7,891,268 2,467,402 2,793,814	\$22,882,884 3,446,722 7,841,057 2,599,041 3,194,808	\$23,548,248 3,355,205 7,581,462 2,574,796 3,262,092	\$23,522,848 3,503,241 7,602,210 2,557,314 3,422,483	\$23,647,064 3,580,064 7,605,079 2,472,669 3,602,790	\$23,973,357 3,665,023 5,226,444 2,515,159 3,668,978	\$23,838,045 2,359,553 10,296,492 2,133,629 3,421,633
\$39,134,075	\$39,964,512	\$40,321,803	\$40,608,096	\$40,907,666	\$39,048,961	\$42,049,352
\$3,153,880 2,204,000 949,880	\$4,498,091 5,384,855 D 886,764	\$7,457,001 6,817,890 639,111	\$6,866,683 6,449,588 417,095	\$8,705,974 5,577,660 3,128,314	\$12,756,447 6,092,130 6,664,317	\$7,122,573 6,762,035 360,538
D 39,184,016 1,890,000 11,424,414 4,094,000 D 27,759,602	D 14,059,021 3,600,000 12,441,683 8,984,855 * D 1,617,338	D 11,867,769 3,066,486 10,470,542 9,884,376 D 1,397,227	D 14,770,926 2,391,407 10,809,151 8,840,995 D 3,961,775	D 11,756,111 1,695,795 11,330,514 7,273,455 D 425,597	D 5,861,106 304,570 11,623,423 6,396,700 5,762,317	D 11,896,632 2,836,600 11,423,326 9,598,635 D 473,306

I. R. T. to the stockholders of the Manhattan Railway in accordance with the terms of the lease. At June 30, 1922, the I. R. T. was in arrears for three quarterly payments amounting to \$3,150,000. In connection with the Plan of Reorganization, these arrears of dividends were subsequently paid off by the issue of scrip certificates, with the exception, apparently, of amounts of back dividends due non-assenting stockholders.

* The large decrease in Deficit is due (1) to the elimination of a deficit of \$17,455,798 of the New York Railways Co., which was succeeded by the New York Railways Corporation as a result of the reorganization and (2) to the inclusion of a credit to Surplus of \$7,605,864 representing difference between book value of property and value of property as appraised by the Eighth Avenue Railroad and Ninth Avenue Railroad Companies.

TABLE 10. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1910-1930¹

RAPID TRANSIT COMPANIES

Interborough Rapid Transit:

	Period	Basis	Way and structures	Equipment	Total
Subway division.....	July 1909-June 1910.....	Per car mile.....	1.30¢	1.55¢	2.85¢
	July 1910-June 1913.....	Per car mile.....	1.20	2.70	3.90
	July 1913-Dec. 1918.....	Per car mile ²	1.20	1.85	3.05
	Jan. 1919-June 1922.....	Per cent of gross oper. rev. ³	6.80%	10.20%	17.00%
	July 1922-June 1925.....	Per cent of gross oper. rev. ³	7.65%	9.35%	17.00%
	July 1925-June 1929.....	Per cent of gross oper. rev. ³	6.63%	10.37%	17.00%
	July 1929-June 1930.....	Amount annually*.....	\$50,000 00	\$950,000 00	\$1,000,000 00
Elevated division.....	July 1909-June 1910.....	Per car mile.....	1.33¢	1.38¢	2.71¢
	July 1910-June 1913.....	Per car mile.....	1.33	1.50	2.83
	July 1913-June 1917.....	Per car mile.....	1.33	1.60	2.93
	July 1917-June 1925.....	Per cent of gross oper. rev. ³	6.30%	7.70%	14.00%
	July 1925-June 1929.....	Per cent of gross oper. rev. ³	6.58%	7.42%	14.00%
	July 1929-June 1930.....	Amount annually*.....	\$2,500 00	\$47,500 00	\$50,000 00
New York Rapid Transit (B.-M. T.):	July 1909-Aug. 1911.....	Per car mile.....	1.10¢	2.00¢	3.10¢
	Aug. 1911-Aug. 4, 1913.....	Per car mile.....	1.36	2.00	3.36
	July 1909-Aug. 4, 1913.....	Per car mile.....	1.80	1.40	3.20
	Aug. 4, 1913-June 1918.....	Per cent of oper. rev. ⁴	6.00%	9.00%	15.00%
	July 1918-June 1921.....	12 per cent of operating revenue plus depreciation terminated each year ⁴			
	July 1921-June 14, 1923.....	Amount annually*.....	(⁴) \$120,000 00	(⁴) \$180,000 00	(⁴) \$300,000 00
	June 15, 1923-June 1924.....	Amount annually*.....	120,000 00	180,000 00	300,000 00
	July 1924-June 1925.....	Amount annually*.....	160,000 00	240,000 00	400,000 00
New York Consolidated.	July 1925-June 1928.....	Amount annually*.....	240,000 00	360,000 00	600,000 00
	July 1928-June 1930.....	Amount annually*.....	320,000 00	480,000 00	800,000 00
New York Rapid Transit.	July 1909-Dec. 1911.....	Amount annually* ⁴⁶	N. S.	N. S.	\$300,000 00
	Jan. 1912-Dec. 1915.....	Amount annually*.....	N. S.	N. S.	156,960 00
	Jan. 1916-June 1920.....	(⁷) Per cent of transp. rev. ⁷	17%	12%	29%
	July 1920-June 1921.....	Per cent of transp. rev. ⁷	15%	10%	25%
	July 1921-June 1922.....	Per cent of transp. rev. ⁷	15%	(⁸) (⁹)	(⁸) (⁹)
	July 1922-June 1923.....	Per cent of transp. rev. ⁸	15%	10%	25%
	July 1923-June 1926.....	Per cent of transp. rev. ⁸	(¹⁰)	(¹⁰)	(¹⁰)
	July 1926-June 1928.....	Per cent of transp. rev. ¹⁰	(¹⁰)	(¹⁰)	(¹⁰)
STREET SURFACE COMPANIES MANHATTAN AND THE BRONX	July 1928-June 1929.....	Per cent of transp. rev. ¹¹	11 15%	11 10%	11 25%
	July 1929-June 1930.....	Per cent of transp. rev. ¹¹	11 15%	11 10%	11 25%
Belt Line: ⁴⁵	July 1909-June 1913.....	Amount annually*.....	N. S.	N. S.	\$60,000 00
	July 1913-Dec. 1915.....	Amount annually*.....	N. S.	N. S.	.....
	Jan. 1916-June 1921.....	Per cent of transp. rev. ⁷	15%	10%	25%
	July 1921-June 1922.....	Per cent of transp. rev. ⁷	15%	10%	25%
Central Park, North & East River. Belt Line.....	July 1909-June 1913.....	Amount annually*.....	N. S.	N. S.	\$60,000 00
	July 1913-Dec. 1915.....	Amount annually*.....	N. S.	N. S.	.....
	Jan. 1916-June 1921.....	Per cent of transp. rev. ⁷	15%	10%	25%
	July 1921-June 1922.....	Per cent of transp. rev. ⁷	15%	10%	25%

STREET SURFACE COMPANIES
MANHATTAN AND THE BRONXThird Avenue⁴.....

Dry Dock, E. B'way & B. ⁵ ,.....	July 1922-June 1923.....	Per cent of transp. rev. ³	15%	(⁸) 10%	(⁸) 25%
	July 1923-June 1926.....	Per cent of transp. rev.....	15%	(¹⁰)	(¹⁰)
	July 1926-June 1928.....	Per cent of transp. rev. ¹⁰	(¹⁰)		
	July 1928-June 1930.....	.....		
42d St., Manh. & St. N. Ave. ⁵ ,.....	July 1909-Dec. 1911.....	Amount annually*.....	N. S.	N. S.	(⁶) \$27,000 00
	Jan. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	
	Jan. 1916-June 1916.....	(^{7, 12})	N. S.	N. S.	21.84%
	July 1917-June 1921.....	Per cent of transp. rev. ⁷	13%	12%	25%
	July 1921-June 1922.....	Per cent of transp. rev. ⁸	15%	(⁸)	(⁸) 25%
	July 1923-June 1926.....	Per cent of transp. rev.....	15%	(¹⁰)	(¹⁰)
	July 1926-June 1928.....	Per cent of transp. rev. ¹⁰	(¹⁰)		
	July 1928-June 1929.....	Per cent of transp. rev. ¹¹	11 15%	11 10%	11 25%
	July 1929-June 1930.....	.....		
	July 1909-Dec. 1911.....	Amount annually*.....	N. S.	N. S.	(⁶) \$66,960 00
	Jan. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	
	Jan. 1916-June 1916.....	(⁷)	N. S.	N. S.	20%
New York City Interborough ⁵ ,.....	July 1917-June 1920.....	Per cent of transp. rev. ⁷	15%	10%	25%
	July 1920-June 1922.....	Per cent of transp. rev. ⁸	15%	(⁸)	(⁸) 25%
	July 1922-June 1923.....	Per cent of transp. rev.....	15%	(¹⁰)	(¹⁰)
	July 1923-June 1926.....	Per cent of transp. rev. ¹⁰	(¹⁰)		
	July 1926-June 1928.....	Per cent of transp. rev. ¹¹	11 15%	11 10%	11 25%
	July 1928-June 1929.....	Per cent of transp. rev. ¹¹	11 15%		
	July 1929-June 1930.....	Per car mile*.....	0.804	1.404	2.204
	July 1909-Aug. 1912.....	Amount annually*.....	N. S.	N. S.	\$30,000 00
	Sept. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	20%
	Jan. 1916-June 1916.....	(⁷)	N. S.	N. S.	
	July 1917-June 1920.....	Per cent of transp. rev. ⁷	15%	10%	25%
	July 1920-June 1921.....	Per cent of transp. rev. ⁸	17%	8%	25%
	July 1921-June 1922.....	Per cent of transp. rev. ⁸	15%	(⁸)	(⁸) 25%
	July 1922-June 1923.....	Per cent of transp. rev.....	15%	(¹⁰)	(¹⁰)
	July 1923-June 1926.....	Per cent of transp. rev. ¹⁰	(¹⁰)		
	July 1926-June 1928.....	Per cent of transp. rev. ¹¹	11 15%	11 10%	11 25%
	July 1928-June 1929.....	Per cent of transp. rev. ¹¹	11 15%		
	July 1929-June 1930.....	.....		

For footnotes see page 122

	(¹⁹)		
New York Railways:			
Metropolitan Street Rys., Receivers.....	July 1909-Dec. 1911.....	Per cent of oper. rev. ¹⁶	About 12%
New York Railways.....	Jan. 1912-Mar. 20, 1919.....	Per cent of transp. rev.:.....	About 8%
New York Railways, Receiver.....	Mar. 21, 1919-June 1924.....	Underground elec.....	15.95%
		Storage battery.....	7.76%
		Per cent of passenger rev.:.....	38%
		Underground electric.....	38%
		Storage battery.....	24%
		Per cent of passenger rev.:.....	1%
		Underground electric.....	24%
		Storage battery.....	1%
		No rule filed ¹⁸.....	.....
Eighth Avenue.....	Aug. 1, 1919 ¹⁷ -Dec. 22, 1926....	No rule filed.....	.....
Ninth Avenue.....	Oct. 1, 1919 ¹⁷ -Dec. 22, 1926....	No rule filed.....	.....
Eighth & Ninth Aves. (Co. & Retr.).....	Dec. 23, 1926-June 1930.....	No rule filed.....	.....
New York & Harlem.....	Feb. 1, 1920 ¹⁷ -Dec. 31, 1927... Jan. 1, 1928-June 1930.....	No rule filed..... Per cent of book value of equipment.....	..... 4%
BROOKLYN AND QUEENS			
Brooklyn & Queens Transit ¹⁹	July 1, 1929-June 1930.....	Amount annually*.....	\$222,900 00 \$822,900 00
Brooklyn Heights, Receiver ¹⁹	July 1909-Aug. 1911.....	Per (revenue) car mile.....	3 00¢ 5 40¢
	Sept. 1911-June 1913.....	Per (revenue) car mile.....	5 66¢ 5 66¢
	July 1913-June 1914.....	Per (revenue) car mile.....	3 00 3 00
	July 1914-July 1916.....	Per cent of transp. rev.....	2 70 2 70
[Equivalent for 1916.....	Aug. 1916-June 1919.....	Per (revenue) car mile.....	8 87% 20 00%
	July 1919-Oct. 18, 1919 ^{19a}	Per (revenue) car mile.....	2 669¢ 6 066¢]
	Oct. 19, 1919-May 18, 1924 ²² ..	Amount annually*.....	2 379 5 615
Brooklyn, Queens Co. & Sub. ¹⁹	July 1909-Aug. 1911.....	No rule filed.....	\$50,000 00 \$100,000 00
	Sept. 1911-June 1913.....	Per (revenue) car mile.....	2 70¢ 4 90¢
	July 1913-June 1914.....	Per (revenue) car mile.....	2 46 5 16
	July 1914-July 1916.....	Per (revenue) car mile.....	2 70 5 66
[Equivalent for 1916.....	Aug. 1916-June 1919.....	Per cent of transp. rev.....	10 00% 22 75¢]
	July 1919-June 1929 ¹⁹	Per (revenue) car mile.....	6 086¢] 5 804
Coney Island & Brooklyn ¹⁹	July 1909-June 1911.....	Amount annually*.....	\$10,000 00 \$20,000 00
	July 1911-June 1914.....	Per cent of transp. rev.....	7 57% 15%
	July 1914-July 1916.....	Per cent of transp. rev.....	8 87% 20%
	[Equivalent for 1916.....	Per (revenue) car mile.....	3 157¢ 5 636¢]
	Aug. 1916-June 1919.....	Per (revenue) car mile.....	3 239 2 380
	July 1919-June 1929 ¹⁹	Amount annually*.....	\$12,500 00 \$25,000 00

For footnotes see page 122.

TABLE 10. Changes in maintenance charges during the years 1910-1930¹—Concluded

STREET SURFACE COMPANIES BROOKLYN AND QUEENS— <i>Concluded</i>	Period	Basis	Way and structures		Equipment	Total
Coney Island & Gravesend ¹⁹	July 1909-Aug. 1911.....	Per (revenue) car mile.....	2.40¢	4.40¢	4.40¢	8.80¢
	Sept. 1911-June 1913.....	Per (revenue) car mile.....	2.66¢	4.40¢	4.40¢	7.06¢
	July 1913-June 1914.....	Per cent of transp. rev.....	12.75%	10.00%	10.00%	22.75%
	[Equivalent for 1916.....	Per (revenue) car mile.....	3.871¢	3.036¢	3.036¢	6.907¢]
	Aug. 1916-June 1919.....	Per (revenue) car mile.....	3.538¢	2.65¢	2.65¢	6.19¢
	July 1919-June 1929 ¹⁹	Amount annually*.....	\$5,000 00	\$5,000 00	\$5,000 00	\$10,000 00
Nassau Electric ¹⁹	July 1909-Aug. 1911.....	Per (revenue) car mile.....	2.20¢	2.70¢	2.70¢	4.90¢
	Sept. 1911-June 1913.....	Per (revenue) car mile.....	2.46¢	2.70¢	2.70¢	5.16¢
	July 1913-June 1914.....	Per (revenue) car mile.....	2.96¢	2.70¢	2.70¢	5.66¢
	July 1914-July 1916.....	Per cent of transp. rev.....	11.62%	9.13%	9.13%	20.75%
	[Equivalent for 1916.....	Per (revenue) car mile.....	3.173¢	2.493¢	2.493¢	5.66¢]
	Aug. 1916-June 1919.....	Per (revenue) car mile.....	3.045¢	2.383¢	2.383¢	5.428¢
	July 1919-June 1929 ¹⁹	Amount annually*.....	\$30,000 00	\$30,000 00	\$30,000 00	\$60,000 00
Brooklyn City ¹⁹	Oct. 19, 1919-June 1926.....	Amount annually*.....	\$50,000 00	\$50,000 00	\$50,000 00	\$100,000 00
	July 1926-June 1928.....	{ Per (revenue) car mile.....	5.60¢	5.60¢	5.60¢	5.60¢
		{ Amount annually*.....				
	July 1928-June 1929 ¹⁹	{ Per (revenue) car mile.....	5.60¢	5.60¢	5.60¢	5.60¢
South Brooklyn.....	July 1909-June 1913.....	Per (revenue) car (incl. locomotive) mile.....	1.20¢	1.70¢	1.70¢	2.90¢
	July 1913-June 1919.....	Per (revenue) car (incl. locomotive) mile.....	2.96¢	2.70¢	2.70¢	5.66¢
	July 1919-June 1930.....	Amount annually*.....	\$5,000 00	\$10,000 00	\$10,000 00	\$15,000 00
	Dec. 1, 1923-June 1930.....	No rule filed.....				
Dept. of Pl. & Str. (Williamsburg Bridge Line)....	July 1909-Dec. 1912.....	Per cent of cost of property.....	2.00%	10.00%	10.00%	—
Bush Terminal.....	Jan. 1913-June 1921.....	Per cent of cost of property.....	2.00	10.00	10.00	—
	July 1921-Dec. 1923.....	Per cent of cost of property.....	6.00	20.00	20.00	—
	Jan. 1924-June 1930.....	(21) (24).....				
New York & Queens County.....	July 1909-June 1910.....	Per (revenue) car mile.....	1.80¢	1.40¢	1.40¢	3.20¢
	July 1910-June 1911.....	Per (revenue) car mile.....	2.50¢	2.00¢	2.00¢	4.50¢
	July 1911-June 1913.....	Per (revenue) car mile.....	3.75¢	2.50¢	2.50¢	6.25¢
	July 1913-June 1914.....	Per (revenue) car mile.....	4.00¢	2.50¢	2.50¢	6.50¢
	July 1914-June 1916.....	Per (revenue) car mile.....	6.00¢	3.00¢	3.00¢	9.00¢
	July 1916-June 1920.....	Per (revenue) car mile.....	4.50¢	3.00¢	3.00¢	7.50¢
	July 1920-Jan. 17, 1923.....	Per (revenue) car mile.....	4.50	5.00	5.00	9.50
New York & Queens County, Receivers.....	Jan. 18, 1923-June, 1928.....	No rule filed.....				
	July 1928-June 1930.....	Per (revenue) car mile*.....	1.50¢	1.50¢	1.50¢	3.00¢

Steinway Railways, Receivers.....	May 10, 1922-June 1922.....	No rule filed.....	14.00%	14.00%	28.00%
	July 1922-June 1923.....	Per cent of transp. rev.....	15.00	10.00	25.00
	July 1923-June 1927.....	(²⁵)	(²⁵)	(²⁵)	(²⁵)
	July 1927-June 1928.....				
	July 1928-June 1930.....				
Long Island Electric.....	July 1909-June 1910.....	Per (revenue) car mile.....	2.25¢	2.75¢	5.00¢
	July 1910-June 1911.....	Per (revenue) car mile.....	2.60	3.90	6.50
	July 1911-June 1913.....	Per (revenue) car mile.....	2.60	4.00	6.60
	July 1913-June 1914.....	Per (revenue) car mile.....	3.50	4.50	8.00
	July 1914-Dec. 1922.....	Per (revenue) car mile.....	4.50	4.50	9.00
	July 1923-Dec. 1923.....	Amount monthly*.....	\$1,000 00	\$500 00	\$1,500 00
	Jan. 1924-Nov. 1, 1924.....	Amount monthly*.....	1,000 00	200 00	1,200 00
Long Island Electric, Receivers.....	Nov. 1, 1924-April 5, 1926.....	No rule filed.....	1.25¢	1.25¢	2.50¢
Jamaica Central.....	April 6, 1926-June 1926.....	Per (revenue) car mile.....	1.23	1.27	2.50
	July 1926-June 1927.....	Per (revenue) car mile.....	1.25	1.25	2.50
	July 1927-June 1930.....	Per (revenue) car mile ²⁶			
Manhattan & Queens:					
South Shore.....	July 1909-Nov. 4, 1912.....	Per day* ²⁷	\$6 45	\$2 55	\$9 00
Manhattan & Queens.....	Nov. 4, 1912-Nov. 14, 1917.....	No rule filed.....			
Manhattan & Queens, Receivers.....	Nov. 15, 1917-Dec. 1920.....	No rule filed.....			
	Jan. 1921-June 1921.....	Amount annually*.....	\$14,459 04	\$13,962 00	\$28,421 04
	July 1921-May 3, 1929.....	Amount annually* ²⁸	(²⁸)	(²⁸)	(²⁸)
	May 4, 1929-June, 1930.....	Amount annually* ²⁸	(²⁸)	(²⁸)	(²⁸)
Richmond					
Richmond Light & R. R.....	June 1909-June 1914.....	Amount annually* ²⁹	\$35,100 00	\$31,800 00	\$66,900 00
	July 1914-June 1926.....	Per car mile*.....	(³⁰)	31 1.00¢	30 1.00¢
	July 1926-June 1927.....				
Richmond Railways.....	July 1927-June 1930.....	No rule filed.....			
Southfield Beach.....	July 1909-June 1911.....	Amount annually.....	\$672 00	(³¹)	\$672 00
	July 1911-June 1930.....	No rule filed.....		(³¹)	

For footnotes, see following page.

NOTE.—Where no specific rule is indicated, the company has charged actual expenditures only.

¹ Depreciation only (in addition to cost of repairs).

² The following companies have not filed rules: Second Avenue, Eighth & Ninth Avenues, New York & Harlem (for Equipment only), New York & Queens County, Receivers, Steinsway Railways, Receivers, (Long Island Electric, Receivers) and Southfield Beach.

³ On Contracts 1 and 2 lines; in addition the Company included charges for maintenance on Contract 3 lines.

⁴ Under rates provided by Contract 3, there is to be deducted for repairs and minor replacements, 12 per cent of the operating revenues, and during the first year of operation, 5 per cent of the revenues from the Subway and 2 per cent of the revenues from the Elevated for depreciation, this item after the first year being subject to future annual determination.

⁵ Under rates provided by Contract 4, there is to be deducted 12 per cent for repairs and minor replacements during the first year of operation, and 3 per cent for depreciation, this item after the first year being subject to future annual determination. In 1921 the depreciation charged to maintenance amounted to—\$430,506.22 for way and structures and \$645,759.34 for equipment, of which \$310,506.22 and \$465,759.34, respectively, applied to the fiscal year 1920 and \$120,000 and \$180,000, respectively, to the fiscal year 1921.

⁶ The Third Avenue Railway carries on its books an account called a "Depreciation, Renewals and Contingencies Fund" for the System.

⁷ The amount entered for Third Avenue covers also the Dry Dock, E. B'way & B., the 42d St., Manh. & St. N. Avenue and the Union. No charges were made during the receivership period.

⁸ No rule filed. The Commission by its order of February, 1912, and subsequent amendments in the reorganization proceedings of the Metropolitan Street Railway and the Third Avenue Railroad (Cases 1305 and 1181) required the Company to reserve 20 per cent of operating revenue for maintenance. For the fiscal year 1918, the companies in the Third Avenue system were permitted by the Commission to report actual maintenance expenditures instead of the arbitrary 20 per cent charge. In 1921 and 1922, the companies in the Third Avenue system set aside 25 per cent of transportation revenue for maintenance and depreciation (except Third Avenue Railway which set aside 29 per cent in 1921), 15 per cent being for Way and Structures and 10 per cent for Equipment. When the actual expenditures exceeded the 15 per cent in the case of Way and Structures or the 10 per cent in the case of Equipment, but the total expenditures for both was less than 25 per cent, the Company charged 60 per cent of the difference between 25 per cent of the transportation revenue and actual expenditures (Way and Structures and Equipment) to Depreciation of Way and Structures and 40 per cent to Depreciation of Equipment. If actual expenditures exceeded 25 per cent the Company disregarded the rule.

⁹ The excess of 10 per cent of transportation revenue for the System over actual expenditures for maintenance of equipment for the System, is distributed among the constituent companies on the basis of the ratio of each company's transportation revenue to the total transportation revenue.

¹⁰ In accordance with their rule, Depreciation of Equipment for the Third Avenue would have been \$14,204.35. The Company, however, arbitrarily deducted \$10,000.

¹¹ The difference between 15 per cent of transportation revenue and actual expenditures for Maintenance of Way and Structures of the entire Third Avenue Railway System was charged to Depreciation of Way and Structures, the individual companies being prorated on a basis of expenditures. For Depreciation of Equipment, the difference between 10 per cent of transportation revenue and actual expenditures for Maintenance of Equipment of the entire Third Avenue Railway System was also prorated on the basis of expenditures, the rule however not being followed with respect to this distribution in 1927.

¹² Represents Company's rule for Depreciation. During the year, however, there was credited to the individual companies of the Third Avenue Railway System (with the exception of the Belt Line) on the basis of actual expenditures for each company, 0.15% of transportation revenue for the System to Maintenance of Way and Structures and 0.10% to Maintenance of Equipment, which credits were determined as follows:

	Way and structures	Equipment	Total
Charged on basis of rule for Depreciation.....	15.00	10.00	25.00
Excess of 8% provided for Injuries and Damages.....	1.20	0.23	1.43
Total.....	16.20	10.23	26.43
Actual expenditures for Maintenance.....	16.35	10.33	26.68
Difference credited to Maintenance.....	0.15	0.10	0.25

¹³ In 1918 Company made an appropriation of \$303,986 from Surplus to provide a reserve for accrued depreciation of Fixed Capital as at January 1, 1912.

¹⁴ Company has no equipment on which depreciation might accrue.

¹⁵ In addition, charges are made to Income deductions to create a reserve for property that will revert to City of New York.

¹⁶ A reserve for horses only was maintained.

¹⁶ No rule filed; account set up under order of the Commission (see note 7) and called Accrued Amortization of Capital and Contingent Account.

¹⁷ Date of termination of lease with New York Railways.

¹⁸ In 1923 the Company made an appropriation from Surplus for Reserve for Depreciation for 1918 and 1919, \$446,571.80, estimated at "5 per cent on \$4,465,718, the value of property subject to depreciation."

¹⁹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929 to form the Brooklyn & Queens Transit Corp.; and the assets and liabilities of the Brooklyn Heights R. R. Co. were assumed by the B.-M.T. Corp. under Court Order dated July 10, 1929.

²⁰ Represents Company's rule as filed with Transit Commission. In actual practice the Company charged Depreciation of Way and Structures with only \$19,723.64, representing the difference between \$600,000 and \$580,276.36 Miscellaneous major replacements credited to Depreciation of Way and Structures.

²¹ Date of termination of lease of Brooklyn City to Brooklyn Heights.

²² Date of discontinuance of operation.

²³ In addition charges are made to General amortization and to Sinking fund accruals to create a reserve for property that will revert to City of New York. No depreciation, all repairs to be charged directly to expense.

²⁴ Actual expenditures for the year ended June 30, 1928 having exceeded the 25% rule by \$21,042.08, the Company abandoned the rule, after wiping out the balance of \$6,559.36 in the Reserve.

²⁵ In addition Company charges to Maintenance of Equipment, Depreciation of Furniture and Fixtures and Depreciation of Auto Equipment.

²⁶ Charges were made at this rate during the year ended June 30, 1911, and were continued until December 27, 1912. Charges prior to the fiscal year 1911 were irregular.

²⁷ Amount charged each year to depreciation based on rate of 2.92 per cent on value of depreciable property as determined by valuations of Hamilton Engineering Co."

²⁸ The rule provided insufficient rates, and charges were irregular.

²⁹ Company makes no provision for depreciation of way and structures.

³⁰ Represents Company's practice; not based on formal rule.

³¹ Actual expenses exceeded 25 per cent of operating revenues, which Company considered "should be adequate to cover both reasonable depreciation and current maintenance."

TABLE 11. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1923-1930

ITEM	1923	1924	1925	1926	1927	1928	1929	1930
Claim department expenses.....	\$432,056 21	\$486,223 89	\$528,181 56	\$601,966 25	\$615,429 81	\$548,681 36	\$510,000 92	\$508,884 53
Medical expenses.....	139,569 11	150,493 77	175,465 44	195,134 64	218,298 46	204,684 44	184,016 62	194,016 62
Claims for injuries to employees.....	337,946 51	527,317 20	590,368 66	552,722 35	467,970 45	512,030 40	616,728 47	713,409 36
Other injuries and damages.....	2,622,053 67	3,322,886 62	3,397,094 48	3,493,043 43	3,484,484 89	3,065,466 04	3,325,428 74	3,061,050 92
Other expenses.....	25,557 60	30,348 99	18,031 48	22,935 10	64,244 04	108,887 79	130,341 56	115,201 24
Total.....	\$3,557,183 10	\$4,516,770 47	\$4,709,141 62	\$4,865,801 77	\$4,850,427 65	\$4,429,750 03	\$4,756,873 60	\$4,592,652 67
Salaries and expenses of attorneys.....	\$578,606 99	\$687,704 55	\$703,466 36	\$680,166 89	\$745,884 49	\$778,103 79	\$758,023 30	\$732,484 54
Court costs and expenses.....	116,479 56	138,608 36	184,899 99	224,198 59	244,665 94	248,984 82	249,679 46	262,947 65
Law printing.....	7,550 63	10,018 82	10,737 78	12,447 38	10,668 73	9,514 67	7,115 37	8,706 52
Total.....	\$702,637 18	\$836,331 73	\$899,104 13	\$916,812 86	\$1,001,219 16	\$1,036,603 28	\$1,014,818 13	\$1,004,138 71
Total expended — companies for which details are available.....	\$4,259,820 28	\$5,353,102 20	\$5,608,245 75	\$5,782,614 63	\$5,851,646 81	\$5,466,353 31	\$5,771,691 73	\$5,596,791 38
Total expended — companies for which details are not available.....	35,264 51	31,572 45	2,957 81	3,357 55	3,083 97	3,550 85	794 47	1,650 30
Total expended — all companies.....	\$4,295,084 79	\$5,384,674 65	\$5,611,203 56	\$5,785,972 18	\$5,854,730 78	\$5,469,904 16	\$5,772,486 20	\$5,598,441 68
Reserved.....	Cr 17,000 68	Cr 259,891 09	1,299 60	185,148 15	267,288 91	568,513 94	596,982 12	71,456 96
Total expended and reserved — all companies.....	\$4,278,084 11	\$5,124,783 56	\$5,612,503 16	\$5,971,120 33	\$6,122,019 69	\$6,038,418 10	\$6,369,468 32	\$5,669,898 64
Transportation revenue — all companies.....	\$129,284,534 61	\$134,614,944 48	\$136,796,764 73	\$139,457,170 43	\$143,461,261 97	\$147,215,364 15	\$148,875,986 51	\$150,738,197 31
Claim department expenses.....	0.99	12.54	8.63	13.97	2.24	D 10.85	D 7.03	D 0.24
Medical expenses.....	18.89	7.83	16.59	11.21	11.87	D 6.24	D 9.97	5.28
Claims for injuries to employees.....	7.41	56.04	11.96	D 6.38	D 15.33	9.42	20.45	15.69
Other injuries and damages.....	34.88	26.70	2.25	2.82	D 0.25	D 12.31	8.84	D 7.95
Salaries and expenses of attorneys.....	D 2.18	18.86	2.29	D 3.31	9.66	4.32	D 2.58	D 3.37
Court costs and expenses.....	32.09	19.00	33.40	21.25	9.13	1.77	0.28	5.31
Total expended for injuries and damages.....	20.98	25.66	4.77	3.11	1.19	D 6.57	5.53	D 3.02
Increase in transportation revenue.....	3.58	4.12	1.62	1.94	2.87	2.62	1.13	1.25

NOTE.—This table includes figures for all companies reporting expenditures on account of injuries and damages, for 1916-1922 figures, see 1923 Report.

TABLE 12. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK RAPID TRANSIT (AND ITS PREDECESSOR, THE NEW YORK CONSOLIDATED), LESSEE UNDER CONTRACT NO. 4, AUGUST 4, 1913 TO JUNE 30, 1930, AND BY YEARS, 1925-1930¹

ITEM	YEAR ENDED JUNE 30					Total ³	
	1925	1926 ²	1927 ³	1928 ³	1929 ³	1930 ³	Aug. 4, 1913- June 30, 1930
Revenue.....	\$30,816,717 49	\$32,418,173 53	\$34,155,938 52	\$34,908,063 80	\$36,220,541 39	\$37,363,560 03	\$389,496,198 90
Contract deductions:							
Rentals.....	\$297,601 81	\$304,088 07	\$313,623 76	\$314,668 78	\$392,115 90	\$316,847 71	\$3,250,875 42
Taxes.....	1,784,707 89	2,310,426 11	1,908,818 72	2,053,988 11	2,315,329 29	2,080,258 39	\$20,280,552 78
Operating expenses exclusive of maintenance.....	12,882,516 98	13,309,399 96	13,585,787 84	14,216,049 22	14,466,871 05	14,791,234 53	\$175,433,217 08
Maintenance and depreciation ² ...	6,560,641 56	6,722,575 34	7,251,802 11	6,693,498 72	7,602,966 20	7,975,102 03	\$77,688,979 71
Total.....	\$21,525,468 24	\$22,646,489 48	\$23,057,032 43	\$23,278,204 83	\$24,777,282 44	\$25,163,442 66	\$276,653,624 99
Balance.....	\$9,201,249 25	\$9,771,684 05	\$11,098,906 09	\$11,629,858 97	\$11,443,258 95	\$12,200,117 37	\$112,842,573 91
Preferential of \$3,500,000.....	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	59,180,107 51
Balance available for Lessee's charges interest and sinking fund, Company's investment.....	\$5,791,249 25	\$6,271,684 05	\$7,598,906 09	\$8,129,858 97	\$7,943,258 95	\$8,700,117 37	\$53,662,466 40
Balance available for City's charges. Interest and sinking fund, City's investment.....	\$327,739 25	\$770,328 07	\$2,128,282 10	\$2,495,780 69	\$1,639,874 35	\$2,182,648 56	\$9,279,880 54
Total deficit.....	\$5,469,983 76	7,882,886 13	8,020,839 28	7,982,746 59	8,534,882 62	9,634,422 72	77,201,240 53
	\$5,142,244 51	\$7,112,558 06	\$5,892,557 18	\$5,486,965 90	\$6,895,008 27	\$7,451,774 16	\$86,481,121 07

NOTE.—Inconsiderable differences from figures of the general tables of the various Annual Reports are due to the fact that Table 12 is compiled from monthly returns of operation under Contract 4 and the general tables from the annual company returns after adjustments have been made.

¹ For 1914-1924, see prior Reports.

² From 1921 to 1924 the amount for depreciation was \$300,000 per annum; for 1925, \$400,000; 1926-1928, \$600,000; 1929 and 1930, \$800,000. The figure shown here for 1926 includes only \$400,000, the additional \$200,000 being appropriated through Surplus in 1927.

³ Exclusive of results of operation of the 95th St. Extension (of Broadway — 4th Avenue Line), which commenced operation October 31, 1925.

⁴ Exclusive of items suspended on account of objections filed by Transit Commission March 7, 1928, Aug. 23, 1928 and Feb. 20, 1929; (4) \$2,716,804.76; (5) \$226,286.98; (6) \$11,004.07; (7) \$1,248,599.91.

TABLE 13. REVENUES AND EXPENSES OF THE INTERBOROUGH SUBWAY DIVISION FOR THE YEARS ENDED JUNE 30, 1905-1930

NOTE.—With the exception of the last two columns the figures relate to all municipally owned subways operated by the Interborough Rapid Transit Co., whether embraced in Contract 1, 2, or 3. Prior to June 22, 1915, when the Queensboro subway (first of the new lines provided for in Contract No. 3) was placed in operation the entire rental was a first charge on income; rent for Contract 3 lines is payable only after the company has earned its charges. See note 5 below.

YEAR ENDED JUNE 30	Revenue car mileage	Number of revenue passengers	Operating revenues	Operating expenses †	Operating ratio	Net revenue	Taxes	Rent due City under Contracts 1 and 2	Balance ‡
1905 ‡.	18,915,890	72,722,890	\$3,732,791	\$1,850,448	49.57	\$1,882,343	\$15,900	\$1,049,402	\$817,041
1906.	31,931,073	137,919,632	7,052,012	2,978,109	42.23	4,073,903	28,886	1,826,039	2,219,179
1907.	37,184,940	166,363,611	8,506,924	3,883,370	45.65	4,623,554	42,964	1,933,233	2,647,366
1908.	44,005,213	200,439,776	10,253,337	4,423,313	43.14	5,830,024	59,340	1,991,985	2,778,499
1909.	46,220,888	238,430,146	12,191,001	4,547,620	37.30	7,643,381	66,596	2,171,023	5,405,761
1910.	50,258,774	268,962,115	13,932,506	4,756,450	34.14	9,176,056	225,280	2,181,204	6,709,572
1911.	57,110,868	276,704,796	14,353,206	5,929,653	41.31	8,423,553	208,438	2,254,692	5,900,423
1912.	61,544,520	302,973,857	15,693,908	6,517,868	41.53	9,176,040	363,803	2,312,943	6,499,294
1913.	65,697,992	327,471,510	16,807,956	6,644,406	39.53	10,163,550	389,405	2,339,483	7,434,662
1914.	66,454,810	340,413,103	17,560,558	6,171,818	36.72	11,388,740	386,188	2,361,065	8,641,487
1915.	68,375,144	345,585,749	17,843,795	6,203,070	34.76	11,640,725	442,372	2,360,066	8,838,287
1916.	72,041,136	371,505,318	19,337,253	6,875,192	35.52	12,462,061	503,630	2,380,620	9,597,811
1917.	73,671,808	414,193,992	21,454,893	8,117,602	37.84	13,337,291	801,512	2,375,715	10,160,064
1918.	75,082,272	418,337,666	21,840,448	9,159,182	41.94	12,681,266	1,649,412	2,384,538	8,647,316
1919.	89,688,422	461,147,058	24,632,208	14,377,899	58.37	10,254,309	882,175	2,413,638	6,958,496
1920.	93,387,094	586,098,633	31,622,973	18,161,487	57.43	13,461,486	436,765	2,428,488	10,596,233
1921.	106,129,217	639,385,780	34,827,415	21,829,304	62.68	12,998,111	435,404	2,432,768	10,126,939
1922.	110,555,304	644,975,474	34,642,841	20,364,424	58.78	14,278,417	447,260	2,482,633	11,348,524
1923.	120,107,730	664,642,841	36,344,258	21,955,139	60.41	14,389,119	450,976	2,584,035	11,354,108
1924.	123,542,670	714,933,187	38,392,635	21,580,633	57.19	16,812,002	595,263	2,610,999	13,229,740
1925.	131,226,375	736,826,672	39,430,613	21,950,449	55.73	17,480,164	835,401	2,644,905	14,369,858
1926.	138,903,530	784,280,073	42,643,649	22,237,161	52.15	20,406,488	915,278	2,655,186	16,836,024
1927.	140,032,768	814,626,596	43,796,410	23,445,051	53.53	20,351,359	1,077,601	2,658,569	16,618,189
1928.	153,536,276	897,693,467	48,142,361	25,416,525	52.79	22,725,836	831,080	2,638,097	19,216,659
1929.	163,988,520	932,446,803	50,185,429	26,828,681	45.36	23,356,748	872,838	2,637,593	20,226,317
1930.	169,683,600	986,672,286	53,310,935	30,546,063	57.30	22,764,872	547,153	2,654,715	19,563,004

CAR MILE RATIOS — CENTS

DETAIL OF OPERATING EXPENSES

	Main- tenance of way and structure	Main- tenance of equipment	Operation of power plant	Operation of cars	General (including injuries, damages, etc.)	Oper- ating revenue	OPERATING EXPENSES				Total	Net revenue	Taxes
							Mainte- nance	Power	Cars	General			
1905 ³	\$174,222	\$269,779	\$722,091	\$575,602	\$108,754	19,73	2,35	3.82	3.04	0.57	9.78	9.95	0.09
1906.....	358,014	435,885	830,267	1,160,371	193,573	22,08	2,49	2.60	3.63	0.60	9.32	12.76	0.09
1907.....	495,825	803,011	929,004	1,333,588	321,941	22,88	3,49	2.50	3.59	0.87	10.45	12.43	0.11
1908.....	542,913	943,178	1,055,222	1,515,664	366,337	23,30	3,99	2.40	3.44	0.83	10.05	13.25	0.14
1909.....	603,335	776,205	1,092,234	1,614,948	460,899	26,37	2,99	2.36	3.49	1.00	9.84	16.53	0.14
1910.....	664,444	792,222	1,134,843	1,714,630	450,311	27,72	3,94	2.26	3.41	0.89	9.38	18.26	0.45
1911.....	694,070	1,561,658	1,202,211	1,927,774	543,940	25,13	3,94	2.11	3.38	0.95	10.36	18.75	0.47
1912.....	777,310	1,748,948	1,199,941	2,132,691	658,978	24,31	3,91	1.86	3.31	1.02	10.10	14.75	0.56
1913.....	701,581	1,781,057	1,180,696	2,183,483	707,589	25,58	3,91	1.80	3.32	1.08	10.11	15.47	0.59
1914.....	825,437	1,234,310	1,183,932	2,200,132	752,811	26,42	3,06	1.78	3.31	1.13	9.28	17.14	0.58
1915.....	897,224	1,344,549	1,354,955	2,491,395	787,069	26,87	3,11	1.74	3.29	0.97	9.07	17.03	0.65
1916.....	939,716	1,358,014	1,595,779	3,277,000	947,093	29,12	3,12	2.17	4.44	1.29	11.02	18.10	1.08
1917.....	988,822	1,375,363	1,986,508	3,939,387	869,102	29,09	3,15	2.64	5.25	1.16	12.20	16.89	2.20
1918.....	1,499,086	2,317,639	3,457,097	6,070,658	1,033,419	27,46	4,26	3.85	6.77	1.15	16.03	11.43	0.98
1919.....	2,150,362	3,225,543	3,754,419	7,758,184	1,272,979	33,86	5,75	4.02	8.31	1.36	19.44	14.42	0.47
1920.....	2,368,264	3,552,396	5,148,487	9,488,773	1,271,384	32,82	5,58	4.85	8.94	1.20	20.57	12.25	0.41
1921.....	2,355,713	3,533,570	5,006,603	8,205,236	1,263,302	31,34	5,33	4.53	7.42	1.14	18.42	12.92	0.40
1922.....	2,780,336	3,398,188	5,794,640	8,406,688	1,575,286	30,26	5,15	4.82	7.00	1.31	18.28	11.98	0.38
1923.....	2,937,037	3,589,711	5,358,138	8,489,661	1,892,087	31,07	5,28	4.34	6.87	1.28	17.77	13.30	0.48
1924 ⁴	3,016,442	3,686,762	4,855,130	8,029,359	1,932,756	30,05	5,11	3.70	6.12	1.52	16.45	13.60	0.64
1925 ⁴	2,827,274	4,422,147	4,967,861	8,056,197	1,963,682	30,70	5,22	3.58	5.80	1.41	16.01	14.69	0.66
1926.....	2,903,702	4,541,687	5,001,401	8,916,332	2,081,929	31,27	5,31	3.57	6.37	1.49	16.74	14.53	0.77
1927.....	3,191,838	4,992,363	5,430,512	9,318,048	2,483,764	31,36	5,33	3.54	6.07	1.62	16.56	14.80	0.55
1928.....	3,327,294	5,204,229	5,547,296	9,553,000	3,196,862	30,60	5,20	3.38	5.83	1.95	16.36	14.24	0.29
1929 ⁴	5,138,975	6,959,530	5,084,316	10,122,553	2,640,689	31,42	7,13	3.35	5.96	1.56	18.00	13.42	0.32
1930.....													

¹ Under rates provided by Contract 3, there is to be deducted for maintenance 12 per cent of the operating revenues, and during the first year of operation, 5 per cent of the revenues for depreciation, this latter item being subject to future annual determination by agreement between the Company and the Commission. To June 30, 1929 no agreement had been reached and the Company set aside 17 per cent of operating revenue for maintenance and depreciation. For the year ended June 30, 1930, \$1,000,000 was charged for Depreciation.

² Represents net income from operations after providing for interest and sinking fund on City's investment in Contracts Nos. 1 and 2 subways; see headnote.

³ Period October 27, 1904 to June 30, 1905.

⁴ In 1924, 1925 and 1929 actual expenditures for maintenance exceeded the 17 per cent of gross operating revenues provided for in the rule for maintenance and depreciation combined. (See note 1.) Net revenue and balance are consequently overstated by the difference between actual expenditures and 17 per cent of gross operating revenues, as follows: 1924, \$124,715; 1925, \$139,582; 1929, \$485,080.

⁵ Includes rental paid to City of New York on account of Contract No. 3: 1929, \$404,776; 1930, \$544,726. In addition, there was paid during 1930 and charged to Surplus, \$5,886,342 in connection with settlement of objections up to and including June 30, 1929.

TABLE 14. SUMMARY OF OPERATIONS OF HUDSON AND MANHATTAN RAILROAD COMPANY, 1908-1930

YEAR ENDED JUNE 30	Length of road	Miles of track owned ²	(A) Traffic		Passenger car miles	Passenger car hours
			Number of passenger cars owned ¹	Number of revenue passengers		
1908 ¹	3.31	6.80	50	4,363,722	618,742	N. R.
1909.....	3.31	6.80	50	14,192,352	1,700,902	110,888
1910.....	7.40	13.08	140	42,839,979	5,542,601	322,343
1911.....	7.87	17.54	190	52,756,434	6,823,891	403,853
1912.....	7.87	18.77	226	57,934,226	7,625,707	435,706
1913.....	7.87	18.77	226	58,870,069	7,956,696	438,853
1914.....	7.87	18.77	226	60,051,890	7,981,350	438,910
1915.....	7.87	18.77	226	58,966,414	7,860,524	432,012
1916.....	7.87	18.77	226	63,293,534	7,967,712	431,649
1917.....	7.87	18.77	226	68,556,999	8,178,711	442,704
1918.....	7.87	18.77	226	76,348,998	8,408,584	453,188
1919.....	7.87	18.77	226	86,050,815	8,820,599	474,414
1920.....	7.87	18.77	226	92,250,836	9,212,144	493,977
1921.....	7.87	18.77	251	95,607,645	9,336,874	508,819
1922.....	7.87	18.77	251	99,104,889	9,656,000	536,718
1923.....	7.87	18.77	276	103,390,911	10,336,812	573,012
1924.....	7.87	18.77	301	107,213,936	10,622,408	588,601
1925.....	7.87	18.77	301	107,918,242	10,743,718	592,947
1926.....	7.87	18.77	301	108,826,762	10,841,222	594,870
1927.....	7.87	18.77	301	112,318,329	11,125,838	609,125
1928.....	7.87	18.77	305	112,487,043	11,565,115	632,257
1929.....	7.87	18.77	325	111,834,120	11,503,286	628,170
1930.....	7.87	18.77	325	110,677,083	11,300,681	615,958

(B) Accidents; employees and wages

(B) Accidents; employees and wages							Total annual salaries and wages of officers and employees
Accidents		Employees at June 30th					
Persons killed	Persons injured	Motor- men	Conductors and guards	Others	Total		
1908 ¹	2	104	17	38	284	339	\$117,406
1909.....	3	102	19	67	336	422	430,877
1910.....	6	162	53	175	728	956	953,697
1911.....	3	143	65	179	806	1,050	1,161,277
1912.....	4	152	80	282	929	1,291	1,307,223
1913.....	4	175	81	266	912	1,259	1,398,579
1914.....	2	166	81	266	933	1,280	1,468,457
1915.....	3	169	81	282	921	1,284	1,427,113
1916.....	3	166	80	285	918	1,283	1,471,130
1917.....	4	195	78	287	939	1,304	1,640,055
1918.....	4	205	80	306	937	1,323	1,832,676
1919.....	4	180	98	368	1,179	1,645	2,706,330
1920.....	2	247	97	407	1,216	1,720	3,206,715
1921.....	1	435	96	353	1,056	1,505	3,228,089
1922.....	2	607	95	354	1,031	1,480	3,039,817
1923.....	3	557	98	383	1,140	1,621	3,104,606
1924.....	3	650	98	406	1,063	1,567	3,239,951
1925.....	5	745	99	419	1,123	1,641	3,376,790
1926.....	2	837	96	411	1,088	1,595	3,226,186
1927.....	1	1,058	98	422	1,057	1,577	3,197,113
1928.....	3	1,186	98	421	1,069	1,588	3,305,826
1929.....	1	1,307	99	405	1,052	1,556	3,294,830
1930.....	2	992	96	399	1,038	1,533	3,364,459

For notes, see page 130.

TABLE 14. Summary of operations of Hudson and Manhattan Railroad Company, 1908-1930

(C) Operating revenues and expenses

	Passenger revenue	Total operating revenues	Operating expenses	Net operating revenue	Taxes	Operating income
1908 ¹	\$218,186	\$222,416	\$229,681	D \$7,265	\$16,376	D \$23,641
1909.....	709,618	743,701	530,347	213,354	68,319	145,035
1910.....	2,141,999	2,237,459	971,095	1,266,364	122,821	1,143,543
1911.....	2,637,822	2,802,827	1,142,509	1,660,318	179,535	1,480,783
1912.....	3,163,794	3,379,172	1,251,428	2,127,744	207,943	1,919,801
1913.....	3,448,390	3,692,817	1,361,205	2,331,612	232,288	2,099,324
1914.....	3,508,177	3,776,112	1,479,050	2,297,062	258,256	2,038,806
1915.....	3,432,159	3,679,083	1,423,646	2,255,437	263,169	1,992,268
1916.....	3,661,252	3,910,507	1,514,987	2,395,520	282,925	2,112,595
1917.....	3,947,612	4,242,277	1,756,408	2,485,869	294,064	2,191,805
1918.....	4,334,822	4,679,367	2,235,305	2,444,062	332,562	2,111,500
1919.....	5,268,714	5,633,257	3,004,606	2,628,651	336,699	2,291,952
1920.....	5,807,935	6,247,195	3,736,691	2,510,504	413,441	2,097,063
1921.....	7,118,050	7,567,288	3,939,293	3,627,995	478,086	3,149,909
1922.....	7,358,639	7,784,257	3,898,448	3,885,809	652,191	3,233,618
1923.....	7,640,864	8,013,092	3,866,588	4,146,504	704,521	3,441,983
1924.....	7,985,160	8,372,373	3,838,595	4,533,778	803,221	3,730,557
1925.....	8,077,924	8,531,711	3,821,940	4,709,771	888,680	3,821,091
1926.....	8,137,645	8,732,385	3,628,473	5,103,912	977,699	4,126,213
1927.....	8,416,881	9,024,583	3,700,853	5,323,730	1,039,130	4,284,600
1928.....	8,394,519	9,005,883	3,839,787	5,166,096	1,042,300	4,123,796
1929.....	8,287,728	8,902,201	3,891,940	5,010,261	978,938	4,031,323
1930.....	8,150,106	8,903,724	3,747,239	5,156,485	980,632	4,175,853

(D) Income

YEAR ENDED JUNE 30	Income from outside operations ⁴	Other income	Gross income	Fixed charges	Net income available for interest on income bonds	Interest on income bonds	Net corporate income
1908 ¹	\$73,627	\$648	\$50,634	\$167,454	D \$116,820	.....	D \$116,820
1909.....	560,993	18,236	724,264	659,894	64,370	.....	64,370
1910.....	782,549	12,587	1,938,679	1,919,389	19,290	.....	19,290
1911.....	875,676	16,157	2,372,616	2,425,946	D 53,330	.....	D 53,330
1912.....	942,695	23,286	2,885,782	2,855,334	30,448	.....	30,448
1913.....	927,122	25,519	3,051,965	2,828,319	223,646	.....	223,646
1914.....	976,914	35,013	3,050,733	2,335,957	714,776	\$714,776	.....
1915.....	1,010,369	36,166	3,038,803	2,376,799	662,004	662,004	.....
1916.....	929,513	48,467	3,090,575	2,403,111	687,464	687,464	.....
1917.....	892,761	65,931	3,150,497	2,432,053	718,444	.....	718,444
1918.....	848,731	⁵ 87,723	3,047,954	2,440,788	607,166	.....	607,166
1919.....	818,031	⁵ 89,637	3,199,620	2,427,594	772,026	.....	772,026
1920.....	870,523	⁵ 163,975	3,131,561	2,446,696	684,865	.....	684,865
1921.....	974,892	229,368	4,354,169	2,454,170	1,899,999	1,655,100	244,899
1922.....	1,240,619	255,057	4,729,294	2,413,202	2,316,092	1,655,100	660,992
1923.....	1,407,351	260,733	5,110,067	2,426,177	2,683,890	1,655,100	1,028,790
1924.....	1,647,349	296,127	5,674,033	2,411,131	3,262,902	1,655,100	1,607,802
1925.....	1,542,803	299,057	5,662,951	2,394,372	3,268,579	1,655,100	1,613,479
1926.....	1,540,736	324,684	5,991,633	2,370,812	3,620,821	1,655,100	1,965,721
1927.....	1,558,881	376,761	6,220,242	2,370,347	3,849,895	1,655,100	2,194,795
1928.....	1,540,855	403,354	6,068,005	2,370,670	3,697,335	1,655,100	2,042,235
1929.....	1,594,689	417,585	6,043,597	2,370,183	3,673,414	1,655,100	2,018,314
1930.....	1,650,998	464,797	6,291,648	2,359,931	3,931,717	1,655,100	2,276,617

For notes, see following page.

TABLE 14. Summary of operations of Hudson and Manhattan Railroad Company, 1908-1930
(E) Capital

JUNE 30 —	Fixed Capital ^a					Corporate Surplus or (D) Deficit
	Gross investment	Accrued amortiza- tion of capital	Net investment	Capital stock	Funded debt ⁷	
1908 ¹	\$101,350,069	.....	\$101,350,069	\$45,249,950	\$56,500,000	D \$116,820
1909.....	103,157,415	\$93,449	103,063,966	44,823,654	57,462,000	D 52,450
1910.....	110,457,576	289,296	110,168,280	44,824,936	66,930,000	D 47,475
1911.....	115,906,388	417,009	115,489,379	45,249,950	71,298,000	D 67,064
1912.....	118,818,209	512,794	118,305,415	45,249,950	74,263,000	D 50,486
1913.....	119,130,932	580,632	118,550,300	45,249,950	77,545,000	296,941
1914.....	120,356,520	738,843	119,617,677	45,249,950	77,864,134	.....
1915.....	120,521,399	918,212	119,603,187	45,249,950	77,996,634	.....
1916.....	120,621,507	1,108,139	119,513,368	45,249,950	78,121,234	.....
1917.....	120,693,528	1,312,293	119,381,235	45,249,950	78,082,234	^{8,10} 52,438
1918.....	120,842,349	1,445,335	119,397,014	45,249,950	77,829,234	¹⁰ 60,862
1919.....	121,046,416	1,680,573	119,365,843	45,249,950	77,610,234	¹⁰ 64,920
1920.....	121,276,003	1,970,439	119,305,564	45,249,950	77,513,234	¹⁰ 68,318
1921.....	122,046,887	2,897,538	119,149,349	45,249,950	77,446,234 ^{9,10}	D 912,026
1922.....	122,279,651	4,382,107	117,897,544	45,249,950	77,388,234	D 241,536
1923.....	122,769,252	4,945,265	117,823,987	45,249,950	77,320,234	784,345
1924.....	123,967,151	5,512,350	118,454,801	45,249,950	77,220,234	2,130,132
1925.....	124,478,729	5,976,702	118,502,027	45,249,950	76,702,234	3,061,403
1926.....	124,607,050	6,454,598	118,152,452	45,249,950	76,642,234	3,771,799
1927.....	124,642,962	6,997,662	117,645,300	45,249,950	76,642,234	5,935,745
1928.....	125,144,924	7,560,716	117,584,208	45,249,950	76,567,234	6,698,178
1929.....	124,342,922	7,669,332	116,673,590	45,249,950	76,567,234	6,583,466
1930.....	124,384,800	8,138,918	116,245,882	45,249,950	76,567,234	7,236,300

¹ Operation was begun February 26, 1908.² Includes track in car house, shop and yards, 1908-1910, 0.01 miles; 1911-1928, 1.92 miles; 1929, 1930, 3.45 miles (of which 1.53 is owned by Pennsylvania R. R., but used exclusively by respondent). Excludes 1.26 miles of track operated since 1912, owned by the Pennsylvania R. R. and used jointly by them and the respondent.³ Includes cars held under purchase agreement with Guaranty Trust Co. as follows: 1910, 90; 1911, 140; 1912-1918, 176; 1919-1920, 86; 1921, 36.⁴ Hudson Terminal Buildings and other real estate.⁵ Excludes income from lease of road and Hudson Terminal Buildings to U. S. Government, as follows: 1918, \$1,472,557; 1919, \$3,032,486; 1920, \$2,002,242.⁶ Includes fixed capital in other departments, principally Hudson Terminal Buildings.⁷ Includes bonds reacquired in amortization funds, as follows: 1915, \$356,500; 1916, \$683,500; 1917, \$972,000; 1918-1928, \$1,103,529; 1929-1930, \$1,153,529.⁸ Additional interest on income bonds, \$331,020, for six months ended June 30, 1916, was charged to Surplus in 1917.⁹ Interest on income bonds, \$827,550, for six months ended June 30, 1920, was charged to Surplus in 1921.¹⁰ Pursuant to authority of the Board of Directors, Reserve for Contingencies was established by a charge to Surplus "to secure the proper, safe and adequate maintenance of equipment and operation of the Tunnels, line of Railroad and other property of the Company, or to preserve its earning capacity." The amounts set aside for this purpose were: 1917, \$715,000; 1918, \$635,000; 1919, \$655,000, 1920, \$683,000; and 1921, \$285,000.

TABLE 15. SUMMARY OF OPERATIONS OF FIFTH AVENUE COACH COMPANY,
1909-1930
(A) Traffic

YEAR ENDED JUNE 30	Length of route operated (miles) ¹	Number of buses (revenue)	Non- revenue vehicles	Bus miles ²	Bus hours ²	Number of revenue passengers	Transfers
1909.....	N. R.	61	.....	796,375	112,096	3,609,304	.....
1910.....	18.76	61	2	1,320,432	177,832	6,305,175	.....
1911.....	18.76	80	4	1,354,391	178,075	5,997,372	.....
1912.....	19.16	81	2	1,440,841	188,621	6,339,072	.....
1913.....	19.16	105	5	2,176,790	275,675	8,884,534	445,573
1914.....	19.16	125	6	2,919,110	353,513	11,276,430	353,578
1915.....	19.20	133	8	4,113,625	478,516	14,050,471	520,429
1916.....	19.20	132	33	4,966,995	585,289	16,223,042	793,750
1917.....	22.62	176	35	5,843,052	718,050	22,080,764	863,381
1918.....	24.77	239	49	7,740,826	946,575	26,113,576	1,437,865
1919.....	24.77	279	50	8,022,026	1,002,006	36,488,447	2,034,005
1920.....	24.77	271	51	8,758,493	1,009,851	42,552,709	2,541,413
1921.....	24.77	289	50	9,174,187	1,125,412	51,091,365	2,936,279
1922.....	24.77	296	74	9,672,062	1,177,463	52,840,135	2,732,608
1923.....	25.16	293	68	10,007,302	1,221,567	55,974,110	3,450,608
1924.....	25.16	364	31	10,422,720	1,293,375	57,136,492	3,788,215
1925.....	31.67	406	53	12,454,411	1,513,756	67,700,517	4,320,222
1926.....	38.64	519	70	13,161,401	1,618,235	69,425,753	4,792,724
1927.....	38.64	585	84	13,000,696	1,668,604	70,405,169	4,526,202
1928.....	32.13	572	83	12,507,501	1,658,648	67,283,025	4,362,064
1929.....	32.13	518	73	11,293,829	1,522,387	61,672,950	4,563,362
1930.....	32.13	540	73	10,909,756	1,505,643	58,834,613	4,152,615

(B) Accidents; employees and wages

	ACCIDENTS		EMPLOYEES AT JUNE 30TH				Total annual salaries and wages of officers and employees
	Persons killed	Persons injured	Con- ductors	Drivers	Others	Total	
1909.....	..	9	62	57	53	172	\$104,928
1910.....	3	25	72	70	99	241	181,510
1911.....	1	34	82	80	115	277	218,336
1912.....	..	21	89	90	149	328	238,306
1913.....	1	28	115	133	189	437	354,288
1914.....	1	13	133	136	232	501	418,269
1915.....	3	15	204	200	265	669	526,236
1916.....	4	35	224	217	292	733	636,885
1917.....	5	27	360	334	373	1,067	882,902
1918.....	5	40	446	380	431	1,257	1,209,645
1919.....	1	22	411	390	391	1,192	1,520,980
1920.....	4	47	400	382	412	1,194	2,049,682
1921.....	3	4809	432	411	478	1,321	2,416,931
1922.....	3	781	453	434	520	1,407	2,616,894
1923.....	6	970	444	451	611	1,506	2,787,952
1924.....	4	1,132	480	486	673	1,639	3,375,549
1925.....	6	1,682	554	592	706	1,852	3,804,830
1926.....	7	2,294	594	603	705	1,902	4,071,449
1927.....	9	1,875	663	664	673	2,000	4,293,073
1928.....	1	1,560	630	629	628	1,887	4,198,872
1929.....	1	1,380	607	605	617	1,829	3,885,665
1930.....	1	1,404	597	591	627	1,815	3,891,922

For notes, see page 133.

TABLE 15. Summary of operations of Fifth Avenue Coach Company, 1909-1930

(C) Operating revenues and expenses

	Passenger revenue	Total operating revenues	Operating expenses	Net operating revenue	Taxes
1909.....	\$351,601	\$369,405	\$291,160	\$78,245	\$19,829
1910.....	603,019	630,325	530,845	99,480	34,059
1911.....	599,737	631,311	592,204	39,107	35,832
1912.....	633,907	675,447	553,915	121,532	38,869
1913.....	888,453	935,668	716,521	219,147	54,692
1914.....	1,127,643	1,176,650	830,022	346,628	72,767
1915.....	1,405,047	1,451,508	920,097	531,411	91,801
1916.....	1,622,304	1,669,726	1,064,690	605,036	105,267
1917.....	2,208,076	2,243,817	1,457,935	785,882	163,374
1918.....	2,611,358	2,654,458	1,984,289	670,169	271,021
1919.....	3,648,845	3,742,697	2,347,594	1,395,103	486,790
1920.....	4,255,271	4,353,950	3,126,493	1,227,457	409,725
1921.....	5,109,137	5,198,936	3,510,523	1,688,413	596,648
1922.....	5,284,014	5,390,415	3,710,754	1,679,661	610,359
1923.....	5,597,411	5,710,557	3,978,823	1,731,734	586,223
1924.....	5,713,649	5,868,619	4,228,303	1,640,316	594,364
1925.....	6,770,052	6,939,141	4,936,379	2,002,762	682,179
1926.....	6,942,575	7,192,868	5,490,924	1,701,944	719,472
1927.....	7,040,517	7,267,745	5,710,888	1,556,857	530,967
1928.....	6,728,303	6,967,862	5,573,707	1,394,155	479,354
1929.....	6,167,295	6,422,462	5,155,454	1,267,008	457,709
1930.....	5,883,461	6,109,786	4,902,538	1,207,248	486,537

(D) Income

YEAR ENDED JUNE 30	Operating income	Income from outside operations ⁵	Other income	Gross income	Interest and rent charges, etc.	Net corporate income
1909.....	\$58,416	.....	\$871	\$59,287	\$37,247	\$22,040
1910.....	65,421	.....	725	66,146	36,715	29,431
1911.....	3,275	.....	294	3,569	37,390	D 33,821
1912.....	82,663	.....	1,381	84,044	36,855	47,189
1913.....	164,455	.....	2,752	167,207	36,855	130,352
1914.....	273,861	.....	4,473	278,334	87,896	190,438
1915.....	439,610	.....	10,861	450,471	86,297	364,174
1916.....	499,769	.....	23,168	522,937	79,940	442,997
1917.....	622,508	.....	19,736	642,244	59,708	582,536
1918.....	399,148	.....	50,443	449,591	106,773	342,818
1919.....	908,313	.....	41,409	949,722	105,763	843,959
1920.....	817,732	.....	49,625	867,357	82,575	784,782
1921.....	1,091,765	.....	77,568	1,169,333	51,607	1,117,726
1922.....	1,069,302	.....	98,697	1,167,999	.....	1,167,999
1923.....	1,145,511	.....	126,639	1,272,150	.....	1,272,150
1924.....	1,045,952	.....	121,055	1,167,007	137	1,166,870
1925.....	1,320,583	.....	127,257	1,447,840	.....	1,447,840
1926.....	982,472	.....	166,198	1,148,670	22,245	1,126,425
1927.....	1,025,890	\$37,618	142,151	1,205,659	36,851	1,168,808
1928.....	914,801	42,401	159,214	1,116,416	39,635	1,076,781
1929.....	809,299	43,555	207,368	1,060,222	28,304	1,031,918
1930.....	720,711	52,393	237,354	1,010,458	16,116	994,342

TABLE 15. Summary of operations of Fifth Avenue Coach Company, 1909-1930
(E) Capital

JUNE 30	FIXED CAPITAL				Dividends	Corporate Surplus or (D) Deficit
	Gross investment	Accrued amortization of capital	Net investment	Capital stock		
1909.....	\$358,706	\$92,912	\$265,794	\$50,000	.....	D \$458,217
1910.....	394,150	208,660	185,490	50,000	.....	D 430,337
1911.....	580,141	305,679	274,462	50,000	.....	D 465,098
1912.....	579,522	379,728	199,794	50,000	.....	D 416,978
1913.....	712,093	424,626	287,467	50,000	.....	D 286,057
1914.....	835,667	407,906	427,761	50,000	.....	D 105,795
1915.....	896,312	449,868	446,444	50,000	.....	251,965
1916.....	879,768	442,882	436,886	50,000	.....	706,095
1917.....	1,037,763	478,185	559,578	50,000	.....	1,274,824
1918.....	1,327,671	569,640	758,031	50,000	.....	1,466,618
1919.....	2,535,992	483,600	2,052,392	50,000	.....	2,082,515
1920.....	2,563,953	716,845	1,847,108	50,000	.....	2,719,580
1921.....	2,719,126	824,098	1,895,028	50,000	.....	3,817,833
1922.....	3,479,514	855,170	2,624,344	50,000	.....	4,908,400
1923.....	3,611,621	1,164,891	2,446,730	50,000	\$320,000	5,816,780
1924.....	4,321,901	1,318,226	3,003,675	50,000	320,000	6,608,003
1925.....	5,111,457	1,751,625	3,359,832	50,000	640,000	7,427,922
1926.....	6,424,298	2,127,755	4,296,543	50,000	320,000	8,228,630
1927.....	7,222,102	2,571,390	4,650,712	50,000	500,000	8,925,530
1928.....	7,252,590	2,883,964	4,368,626	50,000	500,000	9,475,777
1929.....	7,153,374	3,078,158	4,075,216	50,000	500,000	9,994,318
1930.....	7,145,111	3,202,272	3,942,839 ⁶	6,000,000	250,000	⁶ 4,830,614

¹ Excluding duplications of parts of street traversed.

² Includes both "active" and "idle" (loaded and empty) mileage and hours made by buses on regular routes, on the same basis as number of passengers and passenger revenue. None of these items include the small amount of traffic in special or "private hire" buses.

³ Issuance of transfers began April 26, 1912. No record, however, was kept prior to August, 1913.

⁴ — it would seem that the increase in accidents during the fiscal year ended June 30, 1921, as compared with previous years, is due to a different method observed in reporting.¹

⁵ Baltimore & Ohio R. R. service, effective August 29, 1926.

⁶ Pursuant to Section 36 of the Stock Corporation Law of the State of New York the respondent changed its previously authorized and issued Capital Stock consisting of 500 shares with a par value of \$100 per share into 50,000 shares without par value (charter amendment filed on Oct. 14, 1929). A transfer of \$5,950,000 from Surplus to Capital was made pursuant to resolutions adopted at an adjourned regular meeting of the Board of Directors of respondent held on April 4, 1930.

TABLE 16. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND

(A) Passenger traffic and passenger car miles in passenger trains of the Long Island Railroad, 1912-1930

I. PASSENGERS

YEAR ENDED JUNE 30—	Monthly commutation tickets within New York City limits	PASSENGERS			
		Commuter	Local electric ¹	All other	Total
1912.....	84,213	11,125,984	7,017,651	17,619,607	35,763,242
1913.....	96,844	12,039,876	8,374,064	18,794,550	39,208,490
1914.....	109,939	13,051,527	7,924,039	20,275,828	41,251,394
1915.....	114,571	13,648,675	7,899,202	20,794,375	42,342,252
1916.....	122,751	14,707,874	8,381,082	20,817,240	43,906,196
1917.....	142,810	16,549,170	8,864,904	22,271,938	47,686,012
1918.....	143,272	18,565,644	9,122,213	26,619,064	54,306,921
1919.....	167,236	21,937,212	8,394,976	26,388,253	56,720,441
1920.....	235,187	26,273,989	10,285,202	28,710,605	65,269,796
1921.....	293,676	33,883,684	10,266,992	32,152,857	76,303,533
1922.....	339,130	37,919,392	7,436,481	32,032,898	77,388,771
1923.....	371,087	42,756,780	7,516,563	32,194,638	82,467,981
1924.....	425,293	48,402,470	7,327,258	34,015,923	89,745,651
1925.....	471,824	53,253,190	7,621,114	35,929,956	96,804,260
1926.....	524,164	58,936,858	6,978,755	37,638,031	103,553,644
1927.....	558,250	62,895,437	7,348,809	37,965,025	108,209,271
1928.....	587,735	66,419,499	7,292,705	38,628,301	112,340,505
1929.....	611,375	69,982,421	6,913,001	38,553,747	115,449,169
1930.....	653,690	75,047,847	6,681,409	38,790,510	120,519,766

II. PASSENGER CAR MILES ²

YEAR ENDED JUNE 30—	STEAM TRAINS		Motor trains— passenger ³	Trolley	Local electric ¹	Total
	Passenger	Parlor				
1912.....	10,624,007	761,144	8,518,815	.....	1,287,929	21,191,895
1913.....	9,966,314	694,859	8,993,009	9,627	2,059,334	21,723,143
1914.....	9,150,094	639,691	10,454,515	12,868	2,249,508	22,506,676
1915.....	8,209,469	627,072	10,788,287	13,318	2,449,375	22,087,521
1916.....	8,470,749	660,137	11,334,096	13,096	2,545,081	23,023,159
1917.....	8,855,744	696,644	12,108,487	14,958	2,632,067	24,307,900
1918.....	10,674,366	530,992	13,106,666	27,699	2,678,608	27,018,331
1919.....	10,229,710	304,868	13,855,223	33,972	2,397,580	26,821,353
1920.....	10,533,632	581,850	16,148,261	42,203	2,581,433	29,887,379
1921.....	11,418,000	594,183	17,920,352	44,301	2,934,358	32,911,194
1922.....	11,604,312	580,869	19,567,254	31,211	2,970,291	34,753,937
1923.....	12,024,139	572,228	21,581,002	29,139	3,066,747	37,273,255
1924.....	12,809,268	604,659	24,009,888	28,906	3,200,449	40,653,170
1925.....	12,781,873	600,200	26,793,229	30,140	3,201,413	43,406,855
1926.....	8,569,914	632,963	32,368,204	27,895	3,050,432	44,640,408
1927.....	8,325,295	720,754	34,547,141	29,755	3,134,401	46,757,346
1928.....	8,437,691	861,168	37,361,272	30,238	3,119,209	49,809,578
1929.....	8,202,844	885,839	38,062,223	28,935	3,039,705	50,219,646
1930.....	8,330,471	949,051	39,570,831	24,569	2,978,593	51,853,515

¹ Represents traffic on "local electric" trains from Flatbush, via Jamaica, to Queens.² Exclusive of mileage in mixed and special trains (relatively inconsiderable except during the war).³ From 1915, includes an inconsiderable number of parlor-car miles.

TABLE 16. Suburban travel on Long Island and Staten Island

(B) Car and passenger movement data for steam road passenger service on Staten Island, 1908-1930

YEAR ENDED JUNE 30—	Passen- ger cars in service	Passenger car miles	Revenue passengers	Passenger mileage	Passenger revenue
1908.....	116	1,864,382	5,649,116	37,566,191	\$444,605 11
1909.....	81	1,925,745	5,237,373	34,274,991	432,387 12
1910.....	93	1,920,161	6,014,928	38,645,316	472,666 93
1911.....	93	1,955,299	6,218,316	39,621,324	487,406 85
1912.....	91	1,953,735	6,461,635	40,451,217	501,455 33
1913.....	91	2,053,547	6,636,336	42,058,441	527,029 22
1914.....	91	2,107,603	6,979,126	45,905,011	546,563 86
1915.....	91	2,124,509	6,943,302	46,476,514	553,205 78
1916.....	91	2,212,421	7,563,066	53,717,724	591,666 14
1917.....	91	2,257,992	8,378,779	61,584,025	660,987 73
YEAR ENDED DECEMBER 31—					
1918.....	91	2,052,079	9,269,902	49,593,976	821,574 49
1919.....	91	2,257,583	10,204,511	54,594,133	939,465 60
1920.....	91	2,588,575	13,011,958	69,614,069	1,169,248 45
1921.....	106	2,672,302	11,181,785	59,822,550	1,228,535 60
1922.....	118	2,548,962	10,686,439	57,172,448	1,210,702 15
1923.....	141	2,587,045	11,130,382	59,547,544	1,252,700 90
1924.....	99	2,770,936	11,828,314	63,281,479	1,322,190 57
1925.....	114	2,821,832	12,443,909	66,574,913	1,416,138 69
1926.....	100	2,683,310	13,000,311	69,551,664	1,480,068 75
1927.....	100	2,701,215	13,384,913	71,609,285	1,515,978 76
1928.....	100	2,844,046	13,569,064	72,594,439	1,507,345 66
1929.....	95	2,994,898	14,783,080	79,088,478	1,602,112 52
1930.....	95	2,963,059	14,318,178	76,600,252	1,534,074 00

PER CENT INCREASE OR (D) DECREASE

1908-1909.....	D 30.17	3.29	D 7.29	D 8.76	D 2.75
1909-1910.....	14.81	D 0.29	14.85	12.75	9.31
1910-1911.....	.....	1.83	3.38	2.53	3.13
1911-1912.....	D 2.15	D 0.08	3.91	2.09	2.88
1912-1913.....	.....	5.11	2.70	3.97	5.10
1913-1914.....	.....	2.63	5.17	9.15	3.71
1914-1915.....	.....	0.80	D 0.51	1.24	1.22
1915-1916.....	.....	4.14	8.93	15.58	6.95
1916-1917.....	.....	2.06	10.79	14.64	11.79
1917-1918 ².....	.....	D 9.12	10.64	D 19.47	24.29
1918-1919.....	.....	10.01	10.08	10.08	14.35
1919-1920.....	.....	14.66	27.51	27.51	24.46
1920-1921.....	16.48	3.23	D 14.07	D 14.07	5.07
1921-1922.....	11.32	D 4.62	D 4.43	D 4.43	D 1.45
1922-1923.....	19.49	1.49	4.15	4.15	3.47
1923-1924.....	D 29.79	7.11	6.27	6.27	5.55
1924-1925.....	15.15	1.84	5.20	5.20	7.11
1925-1926.....	D 12.28	D 4.91	4.47	4.47	4.51
1926-1927.....	.....	0.67	2.96	2.96	2.42
1927-1928.....	.....	5.29	1.38	1.38	D 0.57
1928-1929.....	D 5.00	5.30	8.95	8.95	6.29
1929-1930.....	.....	D 1.06	D 3.15	D 3.15	D 4.25

¹ Includes chartered car miles, an inconsiderable item.² Calendar year 1918 compared with fiscal year ended June 30, 1917.

TABLE 17. NEW YORK CITY FERRY

[Figures were substantially all obtained from the United States Steamboat Inspection Service, to which the companies report, and embrace all passenger ferries, except traffic of certain ferries plying from Staten Island to New Jersey (see general note below), and from Brooklyn to the Rockaway peninsula, and the Twin City Ferry (see note 12). Also omitted are several city-owned or government-owned ferries plying to small islands in the harbor, since no fare is charged, and no record of passengers kept. Beginning with the opening of the first H. & M. tubes in 1908 the figures for the Lackawanna ferries and the aggregates into which they enter have probably been increasingly

BETWEEN MANHATTAN

YEAR ENDED JUNE 30 —	PAVONIA FERRY CO. (ERIE R. R.)				Pennsylvania R.R. ferries ²	Central R.R. of New Jersey ferries ⁶
	Hoboken Ferry Co. (Lackawanna R.R.) ²	Ticket sales ³	Actual passengers carried ⁴			
1908 ¹	41,500,000	[19,309,807]	18,882,724		34,945,175	14,618,406
1909.....	39,000,000	[19,171,761]	18,455,455		33,335,522	13,527,179
1910.....	37,900,000	[16,750,151]	10,691,632		24,482,566	14,400,427
1911.....	36,480,000	[18,555,281]	9,208,671		17,965,857	14,259,920
1912.....	36,480,000	[20,109,052]	9,659,582		12,354,779	14,324,101
1913.....	37,700,000	[17,106,302]	10,229,871		9,651,029	15,143,834
1914.....	37,340,000	[21,692,085]	10,853,610		8,730,985	14,794,610
1915.....	36,570,000	[21,487,866]	9,609,993		8,185,894	14,299,756
1916.....	36,290,000	[21,993,735]	9,556,915		7,463,379	15,152,233
1917.....	36,154,320	[22,671,950]	9,322,393		6,981,139	15,709,130
1918.....	37,360,000	[22,239,048]	8,417,766		5,790,192	16,051,445
1919.....	37,459,023	[25,115,849]	8,360,538		5,182,386	15,030,349
1920.....	40,687,649	[N. R.]	9,612,235		5,984,537	17,376,911
1921.....	40,473,788	[N. R.]	11,254,540		5,832,437	16,919,725
1922.....	38,188,396	[N. R.]	12,696,024		4,552,877	16,064,806
1923.....	37,008,489	[N. R.]	10,750,537		3,941,446	16,236,648
1924.....	37,008,489	[N. R.]	10,982,162		3,696,023	16,512,454
1925.....	36,134,538	[N. R.]	11,498,583		3,542,740	16,524,673
1926.....	35,067,111	[N. R.]	12,565,931		3,997,445	16,431,105
1927.....	34,834,494	[N. R.]	13,861,433		3,448,105	17,021,121
1928.....	33,596,688	[N. R.]	14,905,907		2,483,550	17,393,724
1929.....	32,788,566	[N. R.]	16,335,964		1,743,601	17,625,664
1930.....	32,217,564	[N. R.]	16,347,860		1,402,704	18,131,202

BETWEEN MANHATTAN AND BROOKLYN

YEAR ENDED JUNE 30 —	Municipal ferry (formerly Union Ferry Co.) ⁹	Municipal ferry (23d St., Man. to Greenpoint Ave., Brooklyn) ¹⁰	Municipal ferry (Grand St., Manhattan to Broadway, Brooklyn) ¹¹	Municipal ferry (to 39th St., Brooklyn)	Total
1908 ¹	24,942,347	13,756,772	811,289	1,847,041	41,357,449
1909.....	16,320,706	9,217,463	1,299,000	1,293,359	28,130,528
1910.....	14,134,089	7,158,222	1,225,000	1,502,181	24,619,492
1911.....	12,723,707	7,537,239	1,784,000	1,536,798	23,581,744
1912.....	9,356,528	8,331,348	1,385,000	1,524,717	20,597,593
1913.....	7,716,972	6,950,038	1,830,000	1,609,265	18,106,275
1914.....	7,130,275	6,708,541	1,830,000	1,946,327	17,610,143
1915.....	6,489,649	7,254,058	1,449,286	1,892,410	17,085,403
1916.....	6,679,953	6,346,472	1,143,954	1,365,219	15,535,598
1917.....	6,697,066	4,930,225	1,105,656	1,226,816	13,959,763
1918.....	6,536,159	4,929,948	853,894	1,118,380	13,438,381
1919.....	6,399,749	3,619,629	(II)	949,232	10,968,610
1920.....	7,422,593	3,034,212	(II)	1,004,725	11,461,530
1921.....	7,151,205	3,157,201	(II)	1,332,692	11,641,098
1922.....	4,501,427	2,761,426	340,898	616,012	8,219,763
1923.....	6,270,523	2,661,070	344,689	488,684	9,764,966
1924.....	4,367,097	2,582,438	294,842	459,315	7,703,692
1925.....	3,806,047	1,868,191	184,584	484,857	6,343,679
1926.....	3,411,837	1,519,298	133,346	466,743	5,531,224
1927.....	3,240,522	1,388,205	118,511	489,446	5,236,684
1928.....	2,718,612	1,197,354	104,288	488,961	4,509,215
1929.....	2,427,541	1,056,742	89,036	480,180	4,053,508
1930.....	2,207,775	971,124	81,434	485,799	3,746,132

NOTE.— In addition to the above, passengers were carried on the ferries plying between Staten Island and New Jersey for the year ended June 30, 1930, as follows: Perth Amboy-Tottenville Ferry, 1,392,400; Carteret Ferry Co., 39,192 (discontinued Aug. 31, 1929); Port Richmond & Bergen Point Ferry Co., 1,226,812; New Jersey & Staten Island, 1,014,433. The Rockaway Inlet (Municipal) Ferry plying between Flatbush Ave., Brooklyn and 169th St., Rockaway, which commenced operation October 24, 1925, carried 513,078 passengers in 1930.

¹ With the exception of the Municipal Ferry figures, the first six months of fiscal year 1908 are estimated by dividing the known figures for calendar year 1907 in the same proportion as held for the two six-months periods of calendar year 1908.

² Close estimates, based on the sale of local-ferry and N. Y. railroad tickets, operating conditions not permitting an exact record. Apparently the estimated element is an allowance alone for commuters not using their full train privileges. See also head-note. In all years of table at least three lines were operated.

³ The figures in this column, which do not enter into totals, represent all Erie passengers entitled to ferry transportation; the following columns show approximately the number actually using the ferry.

⁴ The figures for 1908 and 1909 are close estimates. Two lines operated in all years of table.

⁵ Since fiscal year 1911, two lines operated. Previously, four.

⁶ At least two lines operated in all years of table.

⁷ May have been in operation before 1915, but no data are available.

⁸ Commenced operation June 14, 1924.

PASSENGER TRAFFIC, 1908-1930

inaccurate as judged by the increasing discrepancy between the Erie ticket sales and actual passengers carried. The Lackawanna " has made no estimate of the number of their railroad passengers (whose tickets entitle them to ferryage) that use the H. & M. tubes instead of the ferry ". It is possible that subsequently to 1913 less than one-half of the Lackawanna's N. Y. City train passengers used their ferry privilege. For ferry data prior to 1908, and for the numerous ferries discontinued prior to 1916, see " *Retrospect of New York Harbor Ferry Traffic* " in Public Service Commission's Annual Report for 1916, v. II, p. 33ff.]

ANN NEW JERSEY

West Shore ferries * (N. Y. Central R.R.)	Riverside & Fort Lee Ferry Co. (W. 125th)	Dyckman St. & Englewood Ferry Co.	Total	Manhattan & Richmond (municipal ferry)	Brooklyn & Richmond Ferry Co.	39th St., St. George (municipal ferry)
8,823,495	3,531,720	.....	122,301,520	10,894,323	.....	.....
9,068,662	3,955,726	.....	117,342,544	10,459,418	.....	.....
10,110,149	4,571,314	.....	102,156,088	11,281,327	.....	.....
10,652,792	4,625,124	.....	93,192,364	11,917,810	.....	.....
11,753,424	4,855,436	.....	89,427,322	12,296,571	.....	.....
13,168,507	5,108,584	.....	91,001,825	12,784,886	.....	.....
13,887,553	5,199,360	.....	90,806,118	13,482,489	.....	.....
13,551,256	5,590,434	7 19,193	87,826,526	14,107,856	7 194,051	.....
14,618,569	6,242,247	301,375	89,624,718	15,364,339	N. R.	.....
15,414,406	6,858,527	311,352	90,751,267	16,435,704	N. R.	.....
17,519,123	8,215,540	298,556	93,652,622	18,592,412	383,482	.....
16,824,967	9,032,377	535,998	92,425,638	18,396,456	972,122	.....
18,695,797	9,224,340	670,871	102,252,340	19,471,534	1,052,671	.....
20,469,397	9,686,049	826,200	105,462,136	22,384,431	1,097,906	.....
20,712,315	9,289,185	941,735	102,445,338	21,690,433	946,945	.....
21,026,030	9,698,950	908,554	99,570,654	21,421,148	1,002,681	.....
23,107,158	9,198,043	883,594	101,387,923	24,257,108	1,155,449	8 39,635
24,176,909	9,533,999	787,875	102,199,317	24,878,680	1,025,856	785,575
25,082,208	9,160,916	733,816	103,038,532	25,548,908	1,132,009	892,302
26,551,371	9,091,462	749,889	105,557,875	26,022,426	1,204,823	1,006,713
27,281,127	9,364,770	780,985	105,806,731	26,293,194	1,280,741	1,092,014
26,828,088	9,271,908	842,942	105,436,733	27,129,632	1,429,591	1,332,866
28,980,501	8,795,927	918,577	106,794,335	27,633,263	1,850,041	1,358,874

BETWEEN MANHATTAN OR THE BRONX & QUEENS ¹²

Long Island R. R. ferries	Municipal ferry— Astoria line (E. 92d St.) ¹⁴	Municipal ferry (Classon Pt. to College Pt., L. I.) ¹⁵	Total	Grand total	Average per day	ANNUAL INCREASE OR (D) DECREASE	
						Number	Per cent
20,246,195	5,869,185	725,298	26,840,678	201,393,970	550,257	D 20,632,371	D 10.24
17,952,868	6,253,000	623,241	24,829,109	180,761,599	495,237	D 22,958,531	D 12.70
14,425,975	4,687,200	632,986	19,746,161	157,803,068	432,337	D 15,886,078	D 10.07
8,941,204	3,713,999	569,869	13,225,072	141,916,990	388,814	D 9,499,072	D 6.69
6,256,223	3,348,024	492,185	10,096,432	132,417,918	361,798	D 1,810,856	D 1.37
5,038,511	3,248,925	426,640	8,714,076	130,607,062	357,828	D 1,129,003	D 0.86
4,109,584	3,038,819	430,906	7,579,309	129,478,059	354,734	D 3,492,649	D 2.70
3,544,326	2,859,439	367,809	6,771,574	125,985,410	345,166	D 95,897	D 0.08
2,688,707	2,785,712	310,439	5,364,858	125,889,513	343,960	357,938	0.28
2,005,576	2,824,968	270,173	5,100,717	126,247,451	345,883	3,270,336	2.59
1,659,539	1,754,833	36,518	3,450,890	129,517,787	354,843	D 5,184,772	D 4.00
1,550,268	(¹⁴)	¹⁵ 19,921	1,570,189	124,333,015	340,638	11,226,388	9.03
1,321,328	(¹⁴)	.....	1,321,328	135,559,403	370,381	7,573,390	5.59
1,234,168	1,313,054	.....	2,547,222	143,132,793	392,145	D 6,900,531	D 4.82
943,113	1,718,867	¹⁵ 267,803	2,929,783	136,232,262	373,239	D 1,636,637	D 1.20
842,923	1,627,223	366,030	2,836,176	134,595,625	368,755	2,622,843	1.95
741,084	1,509,728	423,849	2,674,661	137,218,468	374,914	49,966	0.04
¹³ 316,291	1,215,502	503,534	2,035,327	137,268,434	376,078	732,033	0.53
.....	1,124,193	733,299	1,857,492	138,000,467	378,083	3,283,654	2.38
.....	1,247,064	1,008,536	2,255,600	141,284,121	387,080	449,287	0.32
.....	1,500,010	1,251,503	2,751,513	141,733,408	387,250	748,466	0.53
.....	1,589,223	1,510,321	3,099,544	142,481,874	390,361	2,360,438	1.66
.....	1,523,705	1,935,962	3,459,667	144,842,312	396,828		

* From Whitehall St. to Hamilton Ave. and to Atlantic Ave., and until January 19, 1924, from Fulton St., Manhattan, to Fulton St., Brooklyn. The Union Ferry Co. ceased operation on December 16, 1922, the lines being then taken over by the municipality.

¹⁰ Originally the New York & Brooklyn Ferries, later the Brooklyn & Manhattan Ferry Co. These lines formerly operated nearly all the large fleet of ferry boats on the East River north of Fulton ferry and south of Long Island's 34th St. ferry. Later only two lines were operated, and on June 1, 1918, the line from Roosevelt St. to Broadway, Brooklyn, was discontinued.

¹¹ Beginning operation as a municipal ferry between Grand St., Manhattan, and Broadway, Brooklyn, October 1, 1921; formerly Nassau Ferry from 23d St., Manhattan, to Broadway, Brooklyn, and Grand St., Manhattan, to Grand St., Brooklyn, operation of which was discontinued in 1919.

¹² The traffic of Twin City Ferry Co., which for several years operated in summer from Classon Point to College Point, is not included. The reported number of passengers on this ferry was 35,777 in 1915; 21,449 in 1916; and 11,968 in 1917; see also note 15.

¹³ Operation discontinued March 3, 1925.

¹⁴ Formerly the N. Y. & E. R.; although not closing down until December 28, 1918, did not report the passengers carried after June 30, 1918. This ferry was restored by the municipality September 27, 1920.

¹⁵ Operation of a municipal ferry from Classon Point to College Point was begun August 6, 1921; figures to November 9, 1918, when operation ceased, are for the N. Y. & College Pt. Ferry Co., which operated from E. 99th St. and E. 134th St. to College Point, and through 1917, in summer to North Beach. See also note 12, above.

CHAPTER II
STREET RAILWAY COMPANIES
YEAR ENDED JUNE 30, 1930

TABLES:

I	Track mileage
II A-B	Rolling stock
III A-C	Electric power
IV	Traffic statistics: Car movement
V	Traffic statistics: Passenger movement
VI A-E	Traffic statistics: By months
VII	Traffic statistics: By routes
VIII A-D	Operating ratios
IX	Casualties
X A-B	Claims
XI A-D	Employees and wages
XII	Operating revenues
XIII A-B	Operating expenses
XIV A-C	Taxes
XV A-B	Income (and surplus) statements
XVI A-C	Balance sheets
XVII A-B	Fixed capital
XVIII	Miscellaneous investments
XIX	Accrued amortization of capital
XX A-F	Capitalization

ABSTRACTS:

(List of companies appears in the index at end of volume)

TABLE I. TRACK MILEAGE

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK OTHER THAN FIRST		
	On streets or other public ways	On private right of way	Total	Second track	Third to eighth tracks	Total
RAPID TRANSIT						
Interborough Rapid Transit: City of New York:						
Contracts 1 and 2 { Underground.....	19.560		19.560	18.930	16.940	55.430
Contract 3: { Elevated.....	6.160		6.160	6.160	5.240	17.500
Queensboro subway.....	11.430	0.450	11.880	11.880	8.130	31.890
Trunk { Underground.....	2.230	0.340	2.570	2.570		5.140
{ Elevated.....	0.820	0.110	0.930	0.930	0.480	2.340
Astoria branch, elevated.....	2.330		2.330	2.330	2.020	6.680
Flushing branch { Underground.....	0.290		0.290	0.290	0.290	0.870
{ Elevated.....	5.760		5.760	5.760	5.340	16.860
Lexington Avenue line { Underground.....	6.050	0.530	6.580	5.980	11.230	23.790
{ Elevated.....	5.000	0.010	5.010	5.010	5.380	15.400
Seventh Avenue line, underground.....	6.420	0.080	6.500	6.460	6.560	19.520
Pelham Park line { Underground.....	3.050	0.050	3.100	3.100	2.870	9.070
{ Elevated.....	4.050		4.050	4.050	3.940	12.040
White Plains Road line, elevated.....	4.160	0.720	4.880	4.880	5.360	15.120
Eastern Parkway line.....	8.380		8.380	8.380	6.750	23.510
Main line, underground.....	3.160		3.160	3.160	6.600	12.920
Livonia Avenue / Underground.....	0.120		0.120	0.120	0.120	0.360
branch { Elevated.....	2.400		2.400	2.400	0.030	4.830
Nostrand Avenue line, underground.....	2.700		2.700	2.700		5.400
Total, Subway division.....	74.260	1.840	76.100	74.830	72.400	223.330
Underground.....	43.580	1.000	44.580	43.510	44.610	132.500
Elevated.....	30.680	0.840	31.520	31.320	27.790	99.830
Manhattan Railway and extensions ¹	38.170	1.870	40.040	40.040	35.260	115.340
City of New York, Queensboro Bridge.....	1.350		1.350	1.350		2.700
Total, Elevated division.....	39.520	1.870	41.390	41.390	35.260	118.040
Total, I. R. T. operation.....	113.780	3.710	117.490	116.220	107.660	341.570
New York Rapid Transit (B.-M. T.).....	33.711	18.868	52.579	52.441	38.505	143.525
Brooklyn & Queens Transit ²		1.508	1.508	1.508	0.170	3.186
South Brooklyn.....						
City of New York:						
Brooklyn Bridge.....	1.680		1.680	1.656		3.336
Contract No. 4.....	42.906	0.788	43.694	43.669	32.316	119.679
Williamsburg Bridge.....	1.635		1.635	1.635		3.270
Centre Street Loop.....	1.125		1.125	1.125	1.735	3.985
Brighton Beach line ³	4.260		4.260	4.260	0.307	8.827
4th Ave. (Bklyn.), New Utrecht Ave. and Culver Lines.....	16.987	0.788	17.775	17.775	20.428	55.978
Manhattan Bridge ⁴	2.524		2.524	2.524		5.048
B'way (Man.) and Canal Street ⁵	8.777		8.777	8.752	9.518	27.047
14th Street — Eastern Line.....	7.598		7.598	7.598	0.328	15.524
Total, New York Rapid Transit operation ⁶	78.297	21.164	99.461	99.274	70.391	269.726
Total, Rapid Transit.....	192.077	24.874	216.951	215.494	178.651	611.096
City owned { Bridge track.....	7.189		7.189	7.165		14.354
{ All track (excl. bridge).....	115.007	2.628	115.635	114.340	104.716	334.691
Company owned.....	71.851	22.246	94.127	93.989	73.935	262.051

NOTE.— These figures include both owned and leased road and track. "Owned" track means track in possession of the respondent without right of reversion in another street railway, and includes track held under franchise with right of reversion in the City. "Leased" track, for the purposes of this table, means track in full possession and use (or maintained and used subject to the grant of trackage rights to other companies) by an operating company other than the owner, regardless of the nature or terms of the right of possession.

Where track is owned jointly, only the proportionate share of each company is included under each. Where track is operated under a joint franchise, it is assigned to the owning company if definitely known; otherwise it is divided between the participating companies. The attempt to thus apportion jointly owned track results in minor reclassification from year to year by the Division of Statistics and Accounts. Mileage operated under trackage rights, involving duplicate use of track, is not included with the mileage of the company exercising such rights.

City owned bridge track used by the surface lines is tabulated as reported by the companies using such track. It is not included, however, with the track mileage of these companies but is shown separately at the end of this table.

For average miles of track operated during the year, see Table IV.

¹ For changes during the year, see note 10.

² Only running track constructed and put into operation or running track removed or abandoned is entered in these columns; see also note 10.

³ Includes underground, 0.290 miles of first track and 0.290 miles of second track.

⁴ Not a lessor company; track here tabulated (Lutheran Cemetery Line, from the Borough line to Metropolitan Avenue) is leased from Brooklyn & Queens Transit and used exclusively by the respondent.

⁵ From Prospect Park Station to Whitehall Street via Montague Street Tunnel.

OWNED, JUNE 30, 1930

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSIFIED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Under-ground contact	Storage battery
2.210	57.640	5.220	62.860				62.860		
0.820	18.380	3.940	22.320				22.320		
2.180	34.070	3.170	37.240				37.240		
0.250	5.390		5.390				5.390		
0.160	2.500		2.500				2.500		
0.190	6.870		6.870				6.870		
0.140	1.010		1.010				1.010		
1.440	18.300	3.170	21.470				21.470		
0.890	24.680		24.680		D 0.140		24.680		
0.460	15.860	4.120	19.980		0.060		19.980		
0.950	20.470	3.650	24.120				24.120		
0.250	9.320		9.320				9.320		
0.380	12.420	3.100	15.520				15.520		
0.700	15.820	3.330	19.150				19.150		
1.120	24.630	3.090	27.720				27.720		
0.870	13.790		13.790				13.790		
	0.360		0.360				0.360		
0.120	4.950	3.090	8.040				8.040		
0.130	5.530		5.530				5.530		
9.960	233.290	29.620	262.910		D 0.080		262.910		
5.690	138.190	8.870	147.060		D 0.140		147.060		
4.270	95.100	20.750	115.850		0.060		115.850		
5.190	120.530	15.370	135.900				135.900		
0.030	2.730		2.730				2.730		
5.220	123.260	15.370	138.630				138.630		
15.180	356.550	44.990	401.540		D 0.080		401.540		
3.528	147.053	18.423	165.476			4.364	161.112		
	3.186		3.186	D 0.254	10 D 0.543		3.186		
	3.336		3.336				3.336		
	119.679	13.909	133.588				133.588		
	3.270		3.270				3.270		
	3.985		3.985				3.985		
	8.827		8.827				8.827		
	55.978	* 13.909	69.887				69.887		
	5.048		5.048				5.048		
	27.047		27.047				27.047		
	15.524		15.524				15.524		
3.528	273.254	32.332	305.586	D 0.254	10 D 0.543	4.364	301.222		
18.708	629.804	77.322	707.126	D 0.254	D 0.623	4.364	702.762		
0.030	14.384		14.384				14.384		
9.960	344.651	43.529	388.180		D 0.080		388.180		
8.718	270.769	33.793	304.562	D 0.254	10 D 0.543	4.364	300.193		

¹ Includes both pairs of rapid transit tracks.² Includes Brooklyn track from Gold Street to Manhattan Bridge, and Queens track from center line of 60th Street tunnel to Queens Plaza.³ Coney Island Yard and Shops; connects with Sea Beach, West End and Culver Lines.⁴ In addition the New York Transit operates the Flushing and Astoria Lines jointly with the Interborough Rapid Transit over the latter's tracks as follows: first track, 7.933 miles; running track, 16.684 miles.¹⁰ Increases or decreases in road and running track due to remeasurement or correction, and actual changes in car houses and shops (except as noted by *) were as follows:

	Road	Running track	Car houses and shops
New York Rapid Transit (to South Brooklyn)			* D 2.676
Westchester Electric			0.092
Brooklyn & Queens Transit	D 0.250		
South Brooklyn (from N. Y. R. T.)			* 2.726
Manhattan Bridge Three Cent Line (to Nov. 13, 1929)	D 0.795	D 1.590	D 0.254
Van Brunt St. & Erie Basin (to Dec. 14, 1929)	D 1.160	D 2.320	D 0.120
Steinway Railways, Recr.		0.001	
Jamaica Central	0.310		
Total	D 1.895	D 3.909	D 0.232

TABLE I. Track mileage owned.

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK OTHER THAN FIRST		
	On streets or other public ways	On private right of way	Total	Second track	Third to eighth tracks	Total
MANHATTAN SURFACE						
Third Ave. Ry. Sys. Cos. in Man.:						
Third Avenue.....	12.824		12.824	12.658		25.482
Kingsbridge Railway.....	3.573		3.573	3.384		6.957
Total, Third Avenue.....	16.397		16.397	16.042		32.439
Belt Line.....	2.639		2.639	2.389		5.028
Dry Dock, E. B'way & B. ¹	5.112		5.112	3.563		8.675
42d St., Manh. & St. N. Ave.....	8.588		8.588	8.242		16.830
Third Ave. Ry. Sys. Cos. in Man.....	32.736		32.736	30.236		62.972
Other Manhattan Companies:						
Second Avenue.....	12.236		12.236	11.613		23.849
New York Railways.....	16.746		16.746	15.372		32.118
Bleecker Street & Fulton Ferry.....	1.528		1.528	1.162		2.690
Broadway & Seventh Avenue.....	4.869		4.869	4.732		9.601
Christopher & Tenth Street.....	2.949		2.949	1.050		3.999
42d Street & Grand Street Ferry.....	2.652		2.652	2.531		5.183
Sixth Avenue.....	4.934		4.934	4.656		9.590
34th Street Crosstown.....	0.810		0.810	0.624		1.434
23d Street.....	1.947		1.947	1.947		3.894
Total, New York Railways.....	36.456		36.456	32.074		68.509
Eighth & Ninth Avenues.....	19.777		19.777	15.472		35.249
New York & Harlem.....	8.481		8.481	8.771		17.252
City of New York, Transverse Road.....	0.657		0.657	0.656		1.313
Total, New York & Harlem.....	9.138		9.138	9.427		18.565
Other Manhattan Companies.....	77.586		77.586	68.586		146.172
Total.....	110.322		110.322	98.822		209.144
BRONX SURFACE						
Third Avenue Ry. Sys. Cos. in Bronx:						
New York City Interborough.....	16.697		16.697	16.533		33.230
Southern Boulevard.....	4.807		4.807	4.785		9.592
Union.....	39.655		39.655	39.166		78.821
Bronx Traction.....	12.591		12.591	12.569		25.160
Total, Union ²	62.246		62.246	61.736		103.981
Westchester Electric.....	22.480	0.638	23.118	7.621		30.739
N. Y., Westchester & Conn. Traction ⁴	0.928		0.928	0.028		0.956
Total, Westchester Electric.....	23.408	0.638	24.046	7.649		31.695
Total.....	97.158	0.638	97.796	80.702		178.498

^{1, 2} See corresponding notes on preceding double page.³ For bridge track used by respondent see " City-Owned Bridge Track " and note 8 on following double page.

June 30, 1930 — Continued

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Under-ground contact	Storage battery
0.590	26.072	6.508	32.580					32.580	
0.157	7.114	2.847	9.961			3.208		6.753	
0.747	53.186	9.355	42.541			3.208		59.553	
0.193	5.221	2.187	7.408					7.301	0.107
0.213	8.888	2.701	11.589	D 0.004	D 0.008			7.708	3.881
0.127	16.957		16.957					14.147	2.810
1.280	64.252	14.243	78.495	D 0.004	D 0.008	3.208		68.489	6.798
	23.849	2.917	26.766					26.766	
0.354	32.472	6.396	38.868	D 0.869	D 1.114			36.482	2.386
0.050	2.740		2.740	D 0.233	D 0.465			2.740	
0.094	9.695		9.695					9.695	
0.025	4.024		4.024					3.941	0.083
0.058	5.241	0.245	5.486	D 0.784	D 0.784			5.486	
0.063	9.653		9.653	D 0.884	D 1.723			9.653	
0.013	1.447		1.447					1.447	
0.025	3.919	0.311	4.230					4.230	
0.682	69.191	6.952	76.143	D 2.770	D 4.086			75.674	2.469
0.335	35.584	1.074	36.658					36.658	
0.126	17.978	0.586	17.964					17.964	
0.012	1.325		1.325					1.325	
0.158	18.703	0.586	19.289					19.289	
1.155	147.327	11.529	158.856	D 2.770	D 4.086			156.587	2.469
2.435	211.579	25.772	237.351	D 2.774	D 4.094	3.208		224.876	9.267
0.232	33.462		33.462	D 0.020	D 0.043	31.825		1.637	
0.079	9.671		9.671			9.671			
1.156	79.977	1.824	81.801	D 0.071	D 0.129	81.801			
0.244	25.404		25.404			25.404			
1.400	105.581	1.824	107.205	D 0.071	D 0.129	107.205			
0.752	31.491	1.734	33.225	D 0.221	D 0.283	33.225			
0.037	0.993		0.993			0.993			
0.789	52.484	1.734	54.218	D 0.221	D 0.283	54.218			
2.500	180.998	3.558	184.556	D 0.312	D 0.455	182.919		1.637	

¹ Not a lessor company; track here tabulated is used exclusively by the Westchester Electric.² See note 10 on preceding double page.

TABLE I. Track mileage owned,

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK OTHER THAN FIRST		
	On streets or other public ways	On private right of way	Total	Second track	Third to eighth tracks	Total
BROOKLYN SURFACE						
Brooklyn & Queens Transit ^{3, 4}	204.705	26.176	230.881	222.674	0.216	453.771
South Brooklyn.....	0.368	8.914	9.282	8.463	.....	17.745
Bush Terminal.....	1.031	.....	1.031	1.031	.....	2.062
Total.....	206.104	35.090	241.194	232.168	0.216	473.578
QUEENS SURFACE						
New York & Queens County, Receivers.....	13.570	3.650	17.220	15.470	.....	32.690
Steinway Railways, Receivers ⁴	13.298	0.076	13.374	13.111	.....	26.485
Jamaica Central.....	13.060	2.570	15.630	8.280	0.050	23.960
Manhattan & Queens ⁴	9.810	.....	9.810	9.600	.....	19.410
Total.....	49.738	6.296	56.034	46.461	0.050	102.545
RICHMOND SURFACE						
Richmond Railways.....	19.020	0.350	19.370	12.270	.....	31.640
Southfield Beach.....	.....	1.570	1.570	1.570	.....	3.140
Total.....	19.020	1.920	20.940	13.840	.....	34.780
CITY-OWNED BRIDGE TRACK⁷						
Queensboro Bridge ⁸	1.620	.....	1.620	1.620	.....	3.240
Williamsburg Bridge { North tracks ⁸	1.515	.....	1.515	1.515	.....	3.030
South tracks ⁸	1.645	.....	1.645	1.645	.....	3.290
Brooklyn Bridge ⁸	1.663	.....	1.663	1.610	.....	3.273
Manhattan Bridge (to Nov. 13, 1929) ⁸.....	.....	.....	.....	.....	.....	.....
Madison Avenue Bridge ⁸	0.269	.....	0.269	0.269	.....	0.538
Total ⁷	6.712	.....	6.712	6.659	.....	13.371
Total, street surface roads.....	489.054	43.944	532.998	478.652	0.266	1,011.916
Grand total.....	681.131	68.818	749.949	694.146	178.917	1,623.012

^{1, 2} See corresponding notes on first double page of this table.

³ Represents the track of the former Brooklyn, Queens Co., & Sub. R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co., which companies were consolidated and merged as of July 1, 1929, and the Brooklyn Heights R. R. Co., the physical assets of which were absorbed by the Brooklyn & Queens Transit.

⁴ For bridge track used by respondent see "City-Owned Bridge Track" below and also note 8.

⁵ See note 10 on first double page of this table.

⁶ The Northern Boulevard entrance tracks to barn and yard and entrance tracks on Woodside Avenue, used jointly by the New York & Queens County and Steinway Railways, are here tabulated under the former pending the determination of the rights of the Steinway Railways.

June 30, 1930 — Concluded

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Under-ground contact	Storage battery
3.251	457.022	38.832	495.854	² D 0.566	D 1.211	495.854			
0.522	18.267	9.316	27.583	0.295	² 0.519	27.583			
0.329	2.391		2.391			2.391			
4.102	477.680	48.148	525.828	D 0.271	D 0.692	525.828			
0.332	33.022	² 3.030	36.052		0.530	36.052			
0.252	26.737	² 0.258	26.995	D 0.006	² D 0.012	26.995			
0.760	24.720	0.680	25.400	(²)		25.400			
0.150	19.560	0.650	20.210			20.210			
1.494	104.039	4.618	108.657	D 0.006	0.518	108.657			
0.400	32.040	0.990	33.030			33.030			
	3.140	0.100	3.240			3.240			
0.400	35.180	1.090	36.270			36.270			
	3.240		3.240			3.240			
	3.030		3.030					3.030	
	3.290		3.290			3.290			
	3.273		3.273			3.273			
	0.538		0.538	D 1.261	D 2.524	0.538			
	13.371		13.371	D 1.261	D 2.524	10.341		3.030	
10.931	1,022.847	83.186	1,106.033	² D 4.624	² D 7.247	867.223		229.543	9.267
29.639	1,652.651	160.508	1,813.159	² D 4.878	² D 7.870	871.587	702.762	229.543	9.267

¹ For City-Owned bridge track used by rapid transit lines, see first double page of this table.² City-owned track mileage on East River bridges and on the Madison Avenue Bridge was used during the year by the following companies: Queensboro Bridge, by the Manhattan & Queens Traction and the Steinway Railways; Williamsburg Bridge, north pair of tracks by the Dry Dock, E. B'way & B. exclusively, and south pair of tracks by City of New York for operation of local cars over the bridge; Brooklyn Bridge, by the Brooklyn & Queens Transit; Manhattan Bridge to November 13, 1929 by the Manhattan Bridge Three Cent Line only; Madison Avenue Bridge, by the Union Railway.

TABLE II. ROLLING STOCK: (A) Number of

OPERATING STREET RAILWAYS	PASSENGERS				
	PROPULSION		FORM OF TITLE		Number
	Electric contact	Other ¹	Owned	Leased	
RAPID TRANSIT					
Interborough Rapid Transit.....	3,109	1,340	1,134	3,315	4,449
Subway division.....	1,642	638	1,134	² 1,146	2,280
Elevated division.....	1,467	702	.....	² 2,169	2,169
New York Rapid Transit (B.-M. T.).....	1,581	264	1,845	.....	¹ 1,845
Total.....	4,690	1,604	2,979	3,315	6,294
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	158	.....	158	.....	158
Belt Line.....	32	.....	.....	32	32
Dry Dock, E. B'way & B.....	48	³ 38	26	60	86
42d St., Manh. & St. N. Ave.....	175	³ 15	87	103	190
Third Ave. Ry. Sys. Cos. in Man.....	413	63	271	196	466
Other Manhattan Companies:					
Second Avenue.....	114	.....	114	.....	114
New York Railways.....	695	³ 10	³ 705	.....	705
Eighth & Ninth Avenues, Receiver.....	145	.....	145	.....	145
New York & Harlem.....	133	.....	133	.....	³ 133
Other Manhattan Companies.....	1,087	10	1,097	.....	1,097
Total.....	1,500	63	1,368	195	1,563
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	127	.....	10	117	127
Southern Boulevard.....	30	.....	.....	30	30
Union.....	338	.....	73	265	338
Westchester Electric.....	52	.....	.....	52	52
Total.....	547	.....	83	464	547
BROOKLYN SURFACE					
Brooklyn & Queens Transit ⁴	2,094	46	2,140	.....	2,140
South Brooklyn.....	26	.....	26	.....	26
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	24	.....	24	.....	24
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	.....	.....	.....	.....	.....
Bush Terminal.....	1	.....	1	.....	1
Total.....	2,145	46	2,191	.....	2,191
QUEENS SURFACE					
New York & Queens County, Receivers.....	37	.....	37	.....	¹¹ 37
Steinway Railways, Receivers.....	63	.....	.....	63	63
Jamaica Central.....	54	.....	54	.....	54
Manhattan & Queens.....	32	.....	32	.....	32
Total.....	186	.....	123	63	186
RICHMOND SURFACE					
Richmond Railways.....	62	.....	62	.....	62
Southfield Beach.....	6	.....	.....	6	6
Total.....	68	.....	62	6	68
Total, street surface lines.....	4,446	109	3,827	728	4,555
Grand total.....	9,136	1,713	6,806	4,043	10,849

NOTE.—Electric locomotives are reported by the following companies but not included above:
 Non-revenue—New York Rapid Transit, 5; Revenue—South Brooklyn, 3; Bush Terminal, 4.

¹ Non-motor, unless otherwise specified.

² Held under Contract No. 3.

³ Consists of 1,694 leased from Manhattan Railway and 475 held under Elevated Extensions Certificate.

⁴ Includes 121 Triplex cars, total seating capacity, 18,876.

⁵ Storage battery.

⁶ Of which reported as held under Operating Agreements: * 318; † 39.

cars available, June 30, 1930, and changes during the year

CARS HELD					Other revenue cars held	SERVICE CARS HELD			Passenger cars owned but not in pos- session of owner
TOTAL		Average weight (lbs.)	INCREASE OR (D) DECREASE			Owned	Leased	Total	
SEATING CAPACITY			Number	Seating capacity					
Total	Average								
207,946	47	63,877				54	65	119	
104,880	46	63,893							
103,066	48	63,855							
134,829	73	86,923	D 73	D 3,710		48		48	
342,775	54	70,634	D 73	D 3,710		102	65	167	
7,643	48	34,225	36	2,031		28	2	30	744
1,376	43	34,200		160			7	7	14
3,024	35	26,777		308			11	11	1
7,975	42	34,400		D 815		1	16	17	
20,018	43	32,920	36	1,684		29	36	65	759
3,704	32	25,920				15		15	
30,630	43	30,144	D 6	D 293		7 98		98	
4,912	34	32,437				22		22	
5,507	41	45,000				18		18	
44,753	41	31,816	D 6	D 293		153		153	
64,771	41	32,145	30	1,391		182	36	218	759
6,390	50	28,721	7	656		5	2	7	11
1,470	49	37,500		210			3	3	
15,315	48	31,855	D 14	D 483		26	27	53	40
2,228	43	36,817	D 19	D 1,012			11	11	
25,403	46	31,908	D 26	D 629		31	43	74	51
95,683	45	37,813	D 849	D 46,350		200		200	
872	34	35,338			10 101	5		5	
864	36	26,222	D 1	D 36		1		1	
			D 16	D 764					
			D 10	D 330					
32	32	14,000							
97,451	44	37,646	D 876	D 47,480	101	206		206	
1,544	42	34,640	12 D 24	D 1,148		8		8	
2,764	44	39,212	D 10	D 224		2	1	3	
2,348	43	21,333				7		7	
1,728	54	38,540				9		9	
8,384	45	32,996	D 34	D 1,372		26	1	27	
2,601	42	36,500	5	150		11		11	6
251	42	17,000							
2,852	42	34,780	5	150		11		11	6
198,861	44	34,837	D 901	D 47,940	101	456	80	536	816
541,636	50	55,604	D 974	D 51,650	101	558	145	703	816

* Exclusive of 11 cars, capacity 462, not in service during year.

† Includes rolling stock formerly reported by Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co., and the Brooklyn City R. R. Co. which were consolidated and merged as of July 1, 1929. Includes also the passenger cars formerly owned by the Brooklyn-Manhattan Transit Corp., which by the terms of the merger were turned over to the respondent.

¹⁰ Consists of 92 freight cars and 9 "other revenue" cars.

¹¹ Exclusive of 1 parlor car used for office purposes at Woodside Shop.

¹² Consists of 10 cars installed and 34 cars lost in fire at Woodside Car Barn.

TABLE II. Rolling stock: (B) Seating capacity and

OPERATING STREET RAILWAYS	NUMBER OF CARS, AVERAGE CAPACITY AND					
	OPEN			CLOSED		
	Number	Average capacity	Average weight (lbs.)	Number	Average capacity	Average weight (lbs.)
RAPID TRANSIT						
Interborough Rapid Transit.....	13	80	33,120	4,446	47	63,898
Subway division.....				12,280	46	63,898
Elevated division.....	13	80	33,120	2,166	48	63,898
New York Rapid Transit (B.-M. T.).....				1,590	75	89,124
Total.....	3	80	33,120	6,036	54	70,543
MANHATTAN SURFACE						
Third Avenue Ry. System Cos. in Man.:						
Third Avenue.....	20	60	27,500			
Belt Line.....				32	43	34,200
Drv Dock, E. B'way & B.....				86	35	26,777
42d St., Manh. & St. N. Ave.....				765	38	32,862
Third Ave. Ry. Sys. Cos. in Man.....	20	60	27,500	183	38	30,236
Other Manhattan Companies:						
Second Avenue.....				14	36	25,350
New York Railways.....	175	60	29,332	497	38	30,510
Eighth & Ninth Avenues, Receiver.....				145	34	32,487
New York & Harlem.....				133	41	45,000
Other Manhattan Companies.....	175	60	29,332	789	38	53,224
Total.....	195	60	29,144	972	38	32,662
BRONX SURFACE						
Third Avenue Ry. Sys. Cos. in Bronx:						
New York City Interborough.....	25	70	27,500	26	48	37,500
Southern Boulevard.....						
Union.....	55	64	27,500	75	40	34,700
Westchester Electric.....				46	44	38,700
Total.....	80	66	27,500	147	43	35,682
BROOKLYN SURFACE						
Brooklyn & Queens Transit ¹⁰	292	64	26,041	1,338	41	37,066
South Brooklyn.....				26	34	35,338
Dept. of Pl. & Str. (Williamsburg Bridge Line).....				24	36	26,222
Bush Terminal.....				1	32	14,000
Total.....	292	64	26,041	1,389	41	36,830
QUEENS SURFACE						
New York & Queens County, Receivers.....				22	41	29,918
Steinway Railways, Receivers.....				41	44	41,365
Jamaica Central.....	8	74	30,000	40	38	17,625
Manhattan & Queens.....				32	54	38,540
Total.....	8	74	30,000	135	44	31,796
RICHMOND SURFACE						
Richmond Railways.....				62	42	36,500
Southfield Beach.....	5	45	17,000	1	26	17,000
Total.....	5	45	17,000	63	42	36,191
Total, street surface lines.....	580	63	27,262	2,706	40	35,004
Grand total.....	583	63	27,292	8,742	50	59,542

¹ Includes non-motor cars as follows: Interborough Rapid Transit—Subway division, 638 closed; Elevated division, 699 closed and 3 open; New York Rapid Transit, 264; Brooklyn & Queens Transit, 46.

² Seating capacity, 80.

³ Includes 121 Triplex cars, average seating capacity, 156.

⁴ Consists of 950 cars with seating capacity of 75-84 and 121 Triplex cars with an average seating capacity of 156.

average weight of passenger cars, June 30, 1930

AVERAGE WEIGHT				NUMBER OF CARS SEATING											
CONVERTIBLE		SEMI- CONVERTIBLE		Total	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	Over 69	
Num- ber	Average capacity	Num- ber	Average capacity												
				4,449				48	4,398						3
				2,280					2,280						
				2,169				48	2,118						23
206	61	49	53	1,845				27	169	342	4	232			1,071
206	61	49	53	6,294				75	4,567	342	4	232			1,074
138	47			158				84		54		20			
				32				32							
				86	638			48							
125	44			190	15			175							
263	45			466	53			339		54		20			
100	32			114		100	14								
23	40	10	31	705		10	245	275				175			
				145		77	68								
				133		23		89	21						
123	33	10	31	1,097		210	327	364	21			175			
386	42	10	31	1,563	53	210	327	703	21	54		195			
76	45			127				51	26	25					25
30	49			30					30						
208	42			338		50	48	148	22	15		32			23
6	34			52		6		46							
320	43			547		56	48	245	78	40		32			48
336	48	174	34	2,140		595	61	46	344	702	54	88	250		
				26		26									
				24			24								
				1		1									
336	48	174	34	2,191		622	85	46	344	702	54	88	250		
		15	43	37		2		15	20						
22	44			63			8	45	10						
		6	40	54		9	2	35							118
				32						32					
22	44	21	42	186		11	10	95	30	32					8
				62		5		25	32						
				6	1				5						
				68	1	5		25	37						
1,064	44	205	34	4,555	54	904	470	1,114	510	828	54	315	250		56
1,270	47	254	38	10,849	54	904	470	1,189	5,077	1,170	58	547	250		1,130

⁶ Of these, 38 are storage battery cars.⁶ Seating capacity, 24.⁷ Of these, 15 are storage battery cars.⁸ Storage battery.⁹ Seating capacity, 70.¹⁰ See note 9 on preceding double page.¹¹ Consists of 2 cars with seating capacity of 70-74, and 6 with seating capacity of 75-84.

TABLE III. ELECTRIC POWER, 1930: (A) Electric energy produced and fuel consumed by generating stations of street railway companies

OPERATING STREET RAILWAYS AND STATIONS	Capacity (kw.) at close of year	Maximum peak load (kw.) dur- ing year	Kw. Hours Generated During Year		COAL USED FOR GENERATION				COST OF COAL		
					TONS OF COAL (2,000 POUNDS)		Pounds per kw. hour gene- rated ¹	Aggregate	AVERAGE PER		
			Alternating current	Direct current	Anthra- cite	Bitumi- nous			Ton	Kw. hr. gene- rated ¹ (cents)	
INTERBOROUGH RAPID TRANSIT Subway div. (59th St. and Eleventh Ave.) Manhattan Ry. (74th St. and East River).	195,000	155,000	588,231,900	1,177,990			1.71	\$2,377,011.36	\$4.72	0.40	
	180,000	153,000	643,071,500	3,238,280			1.55	2,368,489.20	4.74	0.37	
	Total.....	375,000	—	1,231,303,400	4,416,270			1.63	\$4,745,500.56	\$4.73	0.38
BROOKLYN-MANHATTAN TRANSIT SYSTEM ²											
Central (Third Ave. and 2nd St.).....	21,600	5,900	4,082,400	3,730,000	18,663	3,733	5.73	\$83,330.06	\$3.72	1.07	
Williamsburgh (Kent Ave. and Rush St.) .	182,500	150,600	608,592,000	.....	.....	483,140	1.59	2,156,198.64	4.46	0.35
Total.....	204,100	—	612,674,400	3,730,000	18,663	486,873	1.64	\$2,239,528.70	\$4.43	0.36	
Grand total.....	579,100	—	1,843,977,800	8,146,270	18,663	1,491,043	1.63	\$6,985,029.26	\$4.63	0.38	

¹ Computed on basis of gross output from generating stations.² The Brooklyn & Queens Transit, the New York Rapid Transit and the South Brooklyn obtain power under contract from the Williamsburgh Power Plant Corporation.³ Excludes capacity of Third Avenue equipment leased to New York Edison.

TABLE III. Electric power, 1930: (B) Source and disposition of A. C. power (kw. hrs.)

OPERATING STREET RAILWAYS	A. C. generated by own machines	A. C. purchased by the kw. hr.	Total A. C. available	Used at generating and sub-stations and for lighting, etc.	Sold by the kw. hr. as A. C.	Available for transmission to and conversion at own sub-stations	LOSS IN TRANSMISSION AND CONVERSION	
							Quantity ¹	Per cent
PRODUCING COMPANIES								
Interborough Rapid Transit — Subway division...	588,231,900	432,360,340	1,020,592,240	233,234,702	29,299,966	958,057,572	63,191,847	6.60
Interborough Rapid Transit — Elevated division...	643,071,500	5,861,721	648,933,221	27,832,824	491,299,555	149,800,842	10,509,286	7.02
Interborough Rapid Transit Company.....	1,231,303,400	53,143	1,231,356,543	241,067,526	82,430,603	1,107,858,414	73,701,133	6.65
Brooklyn-Manhattan Transit System ²	612,674,400	7,378,031	620,052,431	23,829,859	.....	596,222,572	55,519,385	9.31
PURCHASING COMPANIES								
MANHATTAN AND THE BRONX								
Third Avenue Railway System Cos. in Man.: Third Avenue.....	.....	113,293,946	113,293,946	.....	70,101,036	43,192,910	4,427,606	10.2
Dry Dock, E. B'way & B.....	.....	643,900	643,900	.....	.....	643,900	87,801	13.64
42d St., Manh. & St. N. Ave.....	.....	210,140	210,140	.....	.....	210,140	37,738	17.96
Other Manhattan Companies: New York Railways.....	.....	59,251,841	59,251,841	.....	169,640	59,082,201	5,898,889	9.98
BRONX SURFACE								
Third Avenue Ry. System Companies in Bronx: New York City Interborough.....	.....	15,681	15,681	15,681	.....	.....	.....	.....
Union.....	.....	51,417,315	51,417,315	.....	.....	51,417,315	4,179,785	8.13
Westchester Electric.....	.....	7,995,000	7,995,000	.....	.....	7,995,000	639,600	8.00
BROOKLYN SURFACE ³								
Dept. of Pl. & Str. (Williamsburg Bridge Line)...	.....	1,855,200	1,855,200	18,552	.....	1,836,648	37,104	2.02
QUEENS SURFACE								
New York & Queens County, Receivers.....	.....	15,669,300	15,669,300	.....	.....	15,669,300	2,272,048	14.50
Jamaica Central.....	.....	4,474,300	4,474,300	.....	.....	4,474,300	502,210	11.22
RICHMOND SURFACE								
Richmond Railways.....	.....	7,882,301	7,882,301	.....	.....	7,882,301	788,230	10.00

¹ Inasmuch as the quantity of power lost in transmission depends on the point of measurement, the figures here tabulated for the various companies are not exactly comparable.

² Includes power used at generating stations as follows: I. R. T., Subway Div., 7,290,880 kw. hrs.; Elevated Div., 2,689,660 kw. hrs.; total I. R. T., 9,970,540 kw. hrs.; B-M. T., 8,594,482 kw. hrs.

³ The number of kilowatt hours consumed by the New York Rapid Transit,

the Brooklyn & Queens Transit, and the South Brooklyn is estimated by each and given in the abstracts of their individual returns.

⁴ Purchased from the Interborough Rapid Transit by the New York Rapid Transit.

⁵ Includes power used at sub-stations.

⁶ Estimated by respondent.

TABLE III. Electric power, 1930: (C) Source and disposition of D. C. power (kw. hrs.) distributed to line, and car miles operated thereby

	D. C. generated by own machines	D. C. purchased (exclusive of unmetered current) ¹	D. C. converted from A. C.	Total D. C. available	Used at generating and sub-stations and for lighting, etc.	Sold :	POWER USED IN OPERATION OR RESPONDENTS' CARS ³		
							Kw. hrs.	Total car miles	Kw. hrs. per car mile
OPERATING STREET RAILWAYS									
PRODUCING COMPANIES									
Interborough Rapid Transit — Subway division.....	1,177,990	30,795,902	894,865,725	926,839,617	421,167,279	234,945,832	670,726,506	170,322,308	3.94
Interborough Rapid Transit — Elevated division.....	3,238,280	112,200,344	139,291,556	254,730,180	412,242,710	34,337,122	208,150,348	74,341,940	2.80
Interborough Rapid Transit Company.....	4,416,270	14,633	1,034,157,381	1,038,588,184	433,409,989	126,301,341	878,876,854	244,664,248	3.59
Brooklyn-Manhattan Transit System ³	3,730,000	*122,731,327	540,703,187	667,164,514	7214,953	632,896	666,316,665	155,695,553	4.28
PURCHASING COMPANIES									
MANHATTAN SURFACE									
Third Avenue Ry. System Cos. in Manhattan:			38,765,304	38,835,524	1,970,656	17,739,152	19,125,716	4,557,288	4.20
Third Avenue.....		70,220							
Belt Line.....		1,943,603		1,943,603	260,713		1,682,890	352,426	4.78
Dry Dock, E. B'way & B.....		3,726,201	556,099	4,282,300	276,354		4,005,946	1,336,405	3.00
42d St., Manh. & St. N. Ave.....		10,749,811	172,402	10,922,213	615,908	151,080	10,155,225	2,833,901	3.58
Other Manhattan Companies:									
Second Avenue.....		6,532,219		6,532,219	634,665	160,215	5,737,339	1,861,548	3.08
New York Railways.....		*1,042,006	53,183,312	54,225,318	4,039,355	*18,224,441	*31,961,522	*9,010,958	3.55
Eighth & Ninth Avenues, Recrs.....		6,541,872		6,541,872			6,541,872	2,098,280	3.12
New York & Harlem.....		8,087,622		8,087,622	105,982		7,981,640	1,971,381	4.05
BRONX SURFACE									
Third Avenue Ry. System Cos. in Bronx:									
New York City Interborough.....		8,569,121		8,569,121	113,280		8,455,841	3,179,685	2.66
Southern Boulevard.....		3,220,917		3,220,917			3,220,917	1,073,639	3.00
Union.....		2,213,628	47,237,530	49,451,158	882,530	10,803,934	37,764,694	9,299,500	4.06
Westchester Electric.....		12,804	7,355,400	7,368,204	130,376	1,693,395	5,544,433	1,798,574	3.08
BROOKLYN SURFACE ³									
Dept. of Pl. & Str. (Williamsburg Bridge Line).....			1,799,544	1,799,544			1,799,544	578,899	3.11
Manhattan Bridge Thru Cent Line (to Nov. 13, 1929).....		574,600		574,600			574,600	154,033	3.73
Van Brunt St. & Erie Basin, Recr. (to Dec 14, 1929).....		(10)		(10)			(10)	42,832	(10)
Bush Terminal.....		372,100		372,100			372,100	18,501	20.11

QUEENS SURFACE				
New York & Queens County, Receivers	11 419,983	13,397,252	13,817,235	1,937,318
Steinway Railways, Receivers	7,033,516	3,972,090	7,033,516	2,107,160
Jamaica Central	12 205,435		4,177,525	3,790,325
Manhattan & Queens	13 3,905,428		3,905,428	1,478,977
				1,110,267
				5,427,165
				7,033,516
				3,790,325
				3,897,078
				1,524,891
				19,369
				4.65
				5.00
RICHMOND SURFACE				
Richmond Railways		7,094,071	7,094,071	7,094,071
Southfield Beach			96,846	96,846

¹ Includes power received under exchange agreements; unmetered current, including that used by respondents on others' tracks, is estimated in each case by the respondent; for exception, see notes 12 and 13.

² Includes power supplied to other companies under exchange agreements and power used by others on respondents' tracks; unmetered current is estimated in each case by the respondent.

³ Represents all power used by respondent, both on owned tracks and on others' tracks; includes feeder loss.

⁴ Includes power used at generating stations: Subway Div., 1,177,990 kw. hrs.; Elevated Div., 3,238,280 kw. hrs.; total I. R. T., 4,416,270 kw. hrs.

⁵ See note 3 on preceding double page.

⁶ Purchased from the Interborough Rapid Transit by the New York Rapid Transit.

⁷ Used at generating station.

⁸ Includes 30,317 kw. hrs. supplied to Second Avenue but used by New York Railways on Second Avenue tracks.

⁹ Includes 393,203 kw. hrs. used for 78,138 car miles of storage battery operation.

¹⁰ The Van Brunt St. & Erie Basin purchased power from the Brooklyn & Queens Transit on a basis of 4½ cents per car mile.

¹¹ Includes 72,683 kw. hrs. used by respondent on others' tracks.

¹² Includes 197,035 kw. hrs. estimated by the Division of Statistics and Accounts as used by the Jamaica Central on Brooklyn & Queens Transit tracks, on the basis of 2.56 kw. hrs. per car mile, representing the rate of power consumption on Jamaica Central tracks.

¹³ Includes 27,308 kw. hrs. estimated by the Division of Statistics and Accounts as used by the Manhattan & Queens on Brooklyn & Queens Transit tracks, on the basis of 3.51 kw. hrs. per car mile representing the rate of power consumption on Manhattan & Queens tracks.

¹⁴ Used by others on respondent's tracks; estimated as in note 13.

TABLE IV. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	REVENUE		
	REGULAR PASSENGER CARS		
	Active	Idle	Total
RAPID TRANSIT			
Interborough Rapid Transit.....	236,438,134	7,088,338	243,526,472
Subway division.....	165,149,918	4,533,682	169,683,600
Elevated division.....	71,288,216	2,554,656	73,842,872
New York Rapid Transit (B.-M. T.).....	102,479,803	1,941,225	104,421,028
Total.....	338,917,937	9,029,563	347,947,500
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	4,526,356	8,578	4,534,934
Belt Line.....	352,024	64	352,088
Dry Dock, E. B'way & B.....	1,330,544	180	1,330,724
42d St., Manh. & St. N. Ave.....	2,824,619	2,000	2,826,619
Third Ave. Ry. Sys. Cos. in Manhattan.	9,033,643	10,822	9,044,365
Other Manhattan Companies:			
Second Avenue.....	1,852,339	729	1,853,068
New York Railways.....	8,773,534	196,423	8,969,957
Eighth & Ninth Avenues, Receivers.....	2,084,595		2,084,595
New York & Harlem.....	1,944,719	19,932	1,964,651
Other Manhattan Companies.....	14,656,187	217,084	14,872,271
Total.....	23,688,730	227,906	23,916,636
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	3,137,614	30,520	3,168,134
Southern Boulevard.....	1,067,857	5,782	1,073,639
Union.....	9,171,893	55,824	9,227,717
Westchester Electric.....	1,781,249		1,781,249
Total.....	15,158,613	92,126	15,250,739
BROOKLYN SURFACE			
Brooklyn & Queens Transit ¹	48,773,022	307,955	49,080,977
South Brooklyn.....	1,257,451	669	1,258,120
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	576,229		576,229
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	152,613	1,420	154,033
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	42,832		42,832
Bush Terminal.....	12,303		12,303
Total.....	50,814,450	310,044	51,124,494
QUEENS SURFACE			
New York & Queens County, Receivers.....	1,903,094	21,497	1,924,591
Steinway Railways, Receivers.....	2,099,082		2,099,082
Jamaica Central.....	1,467,952	5,344	1,473,296
Manhattan & Queens.....	1,103,209	6,565	1,109,774
Total.....	6,573,337	33,406	6,606,743
RICHMOND SURFACE			
Richmond Railways.....	1,520,584		1,520,584
Southfield Beach.....	19,369		19,369
Total.....	1,539,953		1,539,953
Total, street surface lines.....	97,775,083	663,482	98,438,565
Grand total.....	436,693,020	9,693,045	446,386,065

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

CAR MOVEMENT, 1930

CAR MILES OF —			Non-revenue car miles	Total car miles	Electric locomotive miles
Special passenger (chartered) cars	Freight cars	Total			
		243,586,472	1,137,776	244,664,248	
		169,683,600	638,708	170,322,308	
		73,842,872	499,068	74,341,940	
1,221		104,422,249	488,536	104,910,785	23,576
1,221		347,948,721	1,626,312	349,575,033	23,576
		4,534,934	22,354	4,557,288	
		352,088	338	352,426	
		1,330,724	5,681	1,336,405	
		2,826,619	7,282	2,833,901	
		9,044,366	36,655	9,080,020	
		1,853,068	8,480	1,861,548	
		8,969,957	41,001	9,010,958	
		2,084,595	13,685	2,098,280	
		1,964,651	6,730	1,971,381	
		14,872,271	69,896	14,942,167	
		23,916,636	105,551	24,022,187	
76		3,168,210	11,475	3,179,685	
		1,073,639		1,073,639	
2,040		9,229,757	69,743	9,299,500	
159		1,781,408	17,166	1,798,574	
2,275		15,253,014	98,384	15,351,398	
		49,080,977	365,796	49,446,773	
	69,622	1,327,742	10,253	1,337,995	13,224
		576,229	2,670	578,899	
		154,033		154,033	
		42,832		42,832	
	5,757	18,060	441	18,501	450
	75,379	51,199,873	379,160	51,579,033	13,674
170		1,924,761	12,557	1,937,318	
30		2,099,112	8,048	2,107,160	
186		1,473,482	5,495	1,478,977	
		1,109,774	493	1,110,267	
386		6,607,129	26,593	6,633,722	
33		1,520,617	4,274	1,524,891	
		19,369		19,369	
33		1,539,986	4,274	1,544,260	
2,694	75,379	98,516,638	613,962	99,130,600	13,674
3,915	75,379	446,465,359	2,240,274	448,705,633	37,250

: -⁴ Includes storage battery car miles: ² 337,118; ³ 94,146; ⁴ 78,138.

TABLE IV. Traffic statistics:

OPERATING STREET RAILWAYS	ACTIVE CAR-SEAT MILES (REGULAR PASSENGER CARS)	
	Total	Per car mile ¹
RAPID TRANSIT		
Interborough Rapid Transit.....	12,009,630,104	50.79
Subway division.....	8,587,795,736	52.00
Elevated division.....	3,421,834,368	48.00
New York Rapid Transit (B.-M. T.).....	7,251,541,821	70.76
Total.....	19,261,171,925	56.83
MANHATTAN SURFACE		
Third Avenue Railway System Companies in Manhattan:		
Third Avenue.....	217,214,088	47.99
Belt Line.....	13,376,912	38.00
Dry Dock, E. B'way. & B.....	45,841,020	34.45
42d St., Manh. & St. N. Ave.....	129,767,100	45.94
Third Avenue Ry. System Cos. in Manhattan.....	406,199,120	44.97
Other Manhattan Companies:		
Second Avenue.....	59,279,424	32.00
New York Railways.....	365,350,992	41.64
Eighth & Ninth Avenues, Receiver.....	69,784,088	33.48
New York & Harlem.....	82,171,549	42.25
Other Manhattan Companies.....	676,686,053	39.84
Total.....	982,785,173	41.49
BRONX SURFACE		
Third Avenue Railway System Companies in Bronx:		
New York City Interborough.....	144,233,292	45.97
Southern Boulevard.....	45,543,074	42.65
Union.....	409,242,099	44.62
Westchester Electric.....	65,720,813	36.90
Total.....	664,739,278	43.85
BROOKLYN SURFACE		
Brooklyn & Queens Transit ²	2,242,896,925	45.99
South Brooklyn.....	44,295,552	35.23
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	20,684,394	35.90
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	7,325,424	48.00
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	1,093,708	25.53
Bush Terminal.....	492,120	40.00
Total.....	2,316,788,123	45.59
QUEENS SURFACE		
New York & Queens County, Receivers.....	79,046,238	41.54
Steinway Railways, Receivers.....	90,157,564	42.95
Jamaica Central.....	62,023,305	42.25
Manhattan & Queens.....	56,815,260	51.50
Total.....	288,042,367	43.82
RICHMOND SURFACE		
Richmond Railways.....	62,755,943	41.27
Southfield Beach.....	858,759	44.34
Total.....	63,614,702	41.31
Total, street surface lines.....	4,315,969,643	44.14
Grand total.....	23,577,141,568	53.99

¹ For this ratio the active passenger car miles are used.² Allowance is made for the operation of certain lines for less than a full year.³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.⁴ Includes Broadway Line, operated by both Third Avenue and 42d St., Manh. & St. N. Avenue.

Car movement, 1930 — Continued

REVENUE CAR HOURS				REGULAR PASSENGER CAR TRIPS (ROUND)		Average maximum number of passenger cars operated per day ²	Number of routes or car lines at June 30, 1930
Regular passenger (active and idle)	Special passenger (chartered cars)	Freight	Total	Number during year	Average length (miles) ¹		
14,195,079			14,195,079	9,438,675	25.05	4,092	8
9,543,300			9,543,300	6,018,702	27.44	2,178	4
4,651,779			4,651,779	3,419,973	20.84	1,914	4
7,714,495	112		7,714,607	5,089,410	20.14	1,726	18
21,909,574	112		21,909,686	14,528,085	23.33	5,818	26
675,364			675,364	440,405	10.28	194	4 5
89,493			89,493	111,534	3.16	22	1
211,391			211,391	281,491	4.73	97	4
516,667			516,667	428,149	6.60	136	4 4
1,492,915			1,492,915	1,261,579	7.16	449	5 13
282,984			282,984	206,810	8.96	49	3
1,562,218			1,562,218	1,200,914	7.31	353	11
317,987			317,987	142,469	14.63	60	2
347,132			347,132	200,543	9.70	90	2
2,510,321			2,510,321	1,750,736	8.37	552	18
4,003,236			4,003,236	3,012,315	7.86	1,001	31
414,959	11		414,970	357,447	8.78	120	5
134,353			134,353	105,410	10.13	40	1
1,229,842	263		1,230,105	1,265,580	7.25	436	6 19
237,326	21		237,347	320,974	5.55	68	7 11
2,016,480	295		2,016,775	2,049,411	7.40	664	36
6,372,316	33,821		6,406,137	5,849,017	8.34	1,418	8, 9 66
151,532	8,567		160,099	309,601	4.06	33	8 3
61,199			61,199	178,672	3.23	19	1
18,473			18,473	38,068	4.01	4	[1]
6,776			6,776	15,668	2.73	3	[1]
6,792	19,950		26,742	6,792	1.81	1	1
6,617,088		62,338	6,679,426	6,397,818	7.94	1,478	5 70
217,341	26		217,367	161,538	11.78	46	3
256,942	4		256,946	309,581	6.78	101	6
188,505	57		188,562	164,955	8.90	38	2
107,226			107,226	51,191	21.55	28	2
770,014	87		770,101	687,265	9.56	213	13
185,637	4		185,641	195,155	7.79	39	6
2,231			2,231	6,160	3.14	1	1
187,868	4		187,872	201,315	7.65	40	7
13,594,686	386	62,338	13,657,410	12,348,124	7.92	3,396	5 157
35,504,260	498	62,338	35,567,096	26,876,209	16.25	9,214	5 183

⁵ Excluding duplications.⁶ Of which 2 routes are operated by the Yonkers R. R. over Union track.⁷ Only two of these routes enter New York City.⁸ Includes 16th Avenue Line operated by both Brooklyn & Queens Transit and South Brooklyn.⁹ Includes Rockaway Parkway Line, which operated only during the winter months.

TABLE IV. Traffic statistics:

OPERATING STREET RAILWAYS	Year's average of running track operated (miles) ¹	PASSENGER	
		Total regular (active and idle)	Per mile of track
RAPID TRANSIT			
Interborough Rapid Transit.....	556.52	243,526,472	683,065
Subway division.....	233.26	169,683,600	727,444
Elevated division.....	123.26	73,842,872	599,082
New York Rapid Transit (B.-M. T.).....	288.90	104,421,028	361,443
Total.....	645.42	347,947,500	539,102
MANHATTAN SURFACE			
Third Avenue Railway System Companies in Manhattan:			
Third Avenue.....	36.00	4,534,934	125,970
Belt Line.....	3.60	352,088	97,802
Dry Dock, E. B'way & B.....	13.80	1,330,724	96,429
42d St., Manh. & St. N. Ave.....	19.65	2,826,619	143,848
Third Ave. Ry. Sys. Cos. in Manhattan..	73.06	9,044,366	123,811
Other Manhattan Companies:			
Second Avenue.....	23.95	1,853,068	77,372
New York Railways.....	69.92	8,969,957	128,289
Eighth & Ninth Avenues, Receiver.....	37.09	2,084,595	56,204
New York & Harlem.....	21.20	1,964,651	92,672
Other Manhattan Companies.....	152.16	14,872,271	97,741
Total.....	225.21	23,916,636	106,197
BRONX SURFACE			
Third Avenue Railway System Companies in Bronx:			
New York City Interborough.....	38.99	3,168,134	81,255
Southern Boulevard.....	10.23	1,073,639	104,950
Union.....	113.90	9,227,717	81,016
Westchester Electric.....	33.25	1,781,249	53,571
Total.....	196.37	15,250,739	77,663
BROOKLYN SURFACE			
Brooklyn & Queens Transit ²	447.50	49,080,977	109,678
South Brooklyn.....	18.27	1,258,120	68,862
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	3.29	576,229	175,145
Manhattan Bridge Three Cent Line (to Nov. 13, 1929)...	1.50	154,033	102,689
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929)....	1.06	42,832	40,408
Bush Terminal.....	3.76	12,303	3,272
Total.....	475.38	51,124,494	107,544
QUEENS SURFACE			
New York & Queens County, Receivers.....	33.95	1,924,591	56,689
Steinway Railways, Receivers.....	30.14	2,099,082	69,644
Jamaica Central.....	25.50	1,473,296	57,776
Manhattan & Queens.....	22.32	1,109,774	49,721
Total.....	111.91	6,606,743	59,036
RICHMOND SURFACE			
Richmond Railways.....	32.04	1,520,584	47,459
Southfield Beach.....	1.10	19,369	17,608
Total.....	33.14	1,539,953	46,468
Total, street surface lines.....	1,042.01	98,438,565	94,470
Grand total.....	1,687.43	446,386,065	264,536

¹ Includes all track operated whether owned, leased or used under trackage rights, allowance being made for changes during the year.

² Ratios are computed on the basis of 365 days, except for the Manhattan Bridge Three Cent Line and Van Brunt St. & Erie Basin, which are computed on the basis of days operated; on the basis of 128 days of operation, the Southfield Beach average would be 151.

Car movement, 1930 — Concluded

CAR MILES		PASSENGER CAR HOURS				Average speed (miles per hour) ⁴
Per day ²	Per passenger car per annum	Total regular (active and idle)	Per mile of track	Per day ³	Per passenger car per annum	
667,196	59,519	14,195,079	39,816	38,891	3,469	17.16
464,887	77,908	9,543,300	40,913	26,146	4,382	17.78
202,309	38,580	4,651,779	37,740	12,745	2,430	15.87
286,085	60,499	7,714,495	26,703	21,135	4,470	13.54
953,281	59,805	21,909,574	33,946	60,026	3,766	15.88
12,424	23,376	675,364	18,760	1,850	3,481	6.71
965	16,004	89,493	24,859	245	4,068	3.93
3,646	13,719	211,391	15,318	579	2,179	6.30
7,744	20,784	516,667	26,293	1,416	3,799	5.47
24,779	20,143	1,492,916	20,437	4,090	3,325	6.06
5,077	37,818	282,984	11,816	776	5,775	6.55
24,575	25,411	1,562,218	22,343	4,280	4,426	5.74
5,711	34,743	317,987	8,573	871	5,300	6.56
5,383	21,829	347,132	16,374	951	3,857	5.66
40,746	26,943	2,510,321	16,498	6,878	4,548	6.92
65,525	23,893	4,003,236	17,776	10,968	3,999	5.97
8,680	26,401	414,959	10,643	1,137	3,458	7.63
2,942	26,841	134,353	13,133	368	3,359	7.99
25,281	21,164	1,229,842	10,798	3,370	2,821	7.50
4,880	26,195	237,326	7,138	650	3,490	7.51
41,783	22,968	2,016,480	10,269	5,525	3,037	7.56
134,468	34,613	6,372,316	14,240	17,458	4,494	7.69
3,447	38,125	151,532	8,294	415	4,592	8.30
1,579	30,328	61,199	18,602	168	3,221	9.42
1,133	38,508	18,473	12,315	136	4,618	8.34
256	14,277	6,776	6,392	42	2,259	6.32
34	12,303	6,792	1,806	19	6,792	1.81
140,067	34,590	6,617,088	13,920	18,129	4,477	7.73
5,273	41,839	217,341	6,402	595	4,725	8.86
5,751	20,783	256,942	8,525	704	2,544	8.17
4,036	38,771	188,505	7,392	516	4,961	7.82
3,041	39,635	107,226	4,804	294	3,830	10.35
18,101	31,018	770,014	6,881	2,109	3,632	8.58
4,166	38,989	185,637	5,794	509	4,760	8.19
53	19,369	2,231	2,028	6	2,231	8.68
4,219	38,499	187,863	5,669	515	4,697	8.20
269,695	28,987	13,594,686	13,047	37,246	4,003	7.24
1,222,976	48,447	35,504,260	21,040	97,272	3,853	12.57

² See note 2; on the basis of 128 days of operation, the Southfield Beach average would be 17.

³ Ratios obtained by dividing active and idle regular passenger car miles by active and idle regular passenger car hours.

⁴ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

TABLE V. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	REVENUE PASSENGERS		Number of transfers collected	Revenue and transfer passengers combined
	Total number ¹	Maximum in one day		
RAPID TRANSIT				
Interborough Rapid Transit.....	1,334,110,909	⁵ 4,554,517		1,334,110,909
Subway division.....	986,672,286	⁵ 3,489,790		986,672,286
Elevated division.....	347,438,623	⁵ 1,093,669		347,438,623
New York Rapid Transit (B.-M. T.).....	714,433,616	2,257,125	⁶ 208,077	714,641,693
Total.....	2,048,544,525	—	208,077	2,048,752,602
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	52,997,499	168,439	5,027,959	58,025,458
Belt Line.....	6,594,335	19,515	309,342	6,903,677
Dry Dock, E. B'way & B.....	11,138,995	39,715	1,413,862	12,552,857
42d St., Manh. & St. N. Ave.....	39,784,947	139,990	3,435,698	43,220,645
Third Ave. Ry. Sys. Cos. in Manh.....	⁷ 110,515,776		10,186,861	120,702,637
Other Manhattan Companies:				
Second Avenue.....	14,201,458	48,736	145,401	14,346,859
New York Railways.....	105,897,266	⁸ 409,047	5,935,565	111,832,831
Eighth & Ninth Avenues, Receiver.....	18,822,224	71,222	2,764	18,824,988
New York & Harlem.....	17,472,160	64,316	928,916	18,401,076
Other Manhattan Companies.....	⁹ 156,393,108		7,012,646	163,405,754
Total.....	¹⁰ 266,908,884	—	17,199,507	284,108,391
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....	35,337,812	110,919	8,975,537	44,313,349
Southern Boulevard.....	11,167,093	38,037	4,674,783	15,841,876
Union.....	99,182,167	299,078	31,947,560	131,129,727
Westchester Electric.....	14,018,615	46,959	2,161,810	16,180,425
Total.....	159,705,687	—	47,759,690	207,465,377
BROOKLYN SURFACE				
Brooklyn & Queens Transit ⁴	443,460,580	⁸ 1,442,749	25,386,051	468,846,631
South Brooklyn.....	11,046,061	99,400	312,818	11,358,879
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	14,636,169	57,790		14,686,169
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	3,090,890	27,938		3,090,890
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	358,589	N. R.		358,589
Bush Terminal.....	3,296	35		3,296
Total.....	472,645,585	—	25,698,869	498,344,454
QUEENS SURFACE				
New York & Queens County, Receivers.....	13,389,705	56,215	408,750	13,798,455
Steinway Railways, Receivers.....	15,850,435	53,415	2,115,100	17,965,535
Jamaica Central.....	13,268,921	44,378	172,050	13,440,971
Manhattan & Queens.....	10,138,366	33,639		10,138,366
Total.....	52,647,427	—	2,695,900	55,343,327
RICHMOND SURFACE				
Richmond Railways.....	8,392,674	28,165	1,176,262	9,568,936
Southfield Beach.....	203,626	6,383		203,626
Total.....	8,596,300	—	1,176,262	9,772,562
Total, street surface lines.....	¹¹ 960,503,883	—	94,530,228	1,055,034,111
Grand total.....	¹¹ 3,009,048,408	—	94,738,305	3,103,786,713

¹ Exclusive of chartered car passengers.² Ratios are computed on the basis of 365 days, except for the Manhattan Bridge Three Cent Line and Van Brunt St. & Erie Basin, which are computed on the basis of days operated; on the basis of 128 days of operation, the Southfield Beach average would be 1,591.³ These ratios are based on the average length of running track operated during the year (see Table IV).⁴ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1920.⁵ From provisional daily figures submitted by respondent.⁶ Transfers collected from surface car passengers at Marcy Avenue and Broadway, and Fourth Avenue and 86th Street.

PASSENGER MOVEMENT, 1930

PASSENGER REVENUE			AVERAGE NUMBER OF REVENUE PASSENGERS PER —					Car-seat miles per revenue passenger
Amount of fares	Per revenue passenger (cents)	Per revenue and transfer passenger combined (cents)	Day ²	Mile of track ³	Pas- senger car mile	Pas- senger car hour	Pas- senger car trip (round)	
\$66,705,545 45	5.00	5.00	3,655,099	3,742,037	5.48	93.98	141.35	9.00
49,333,614 30	5.00	5.00	2,703,212	4,229,925	5.81	103.39	163.93	8.70
17,371,931 15	5.00	5.00	951,887	2,818,746	4.71	74.69	101.59	9.85
35,721,680 80	5.00	5.00	1,957,352	2,472,944	6.84	92.61	140.38	10.15
\$102,427,226 25	5.00	5.00	5,612,451	3,173,971	5.89	93.50	141.01	9.40
\$2,622,900 43	4.95	4.52	145,199	1,472,153	11.69	78.47	120.34	4.10
258,867 64	3.93	3.75	18,066	1,831,760	18.73	73.69	59.12	2.03
556,949 75	5.00	4.44	30,518	807,174	8.37	52.69	39.57	4.12
1,968,989 13	4.95	4.56	109,000	2,024,679	14.08	77.00	92.92	3.26
5,407,706 95	4.89	4.48	302,783	1,512,878	12.22	74.03	87.60	3.63
710,072 90	5.00	4.95	38,908	592,963	7.66	50.18	68.67	4.17
5,388,837 45	5.09	4.82	290,129	1,514,549	11.81	67.79	88.18	3.45
940,395 42	5.00	5.00	51,568	507,474	9.03	59.19	132.11	3.71
873,608 02	5.00	4.75	47,869	824,158	8.89	50.33	87.12	4.70
7,912,913 79	5.06	4.84	428,474	1,027,820	10.52	62.30	89.33	3.69
\$13,320,620 74	4.99	4.69	731,257	1,185,156	11.16	66.67	88.61	3.68
\$1,766,890 60	5.00	3.99	96,816	906,330	11.15	85.16	98.86	4.08
558,354 65	5.00	3.52	30,595	1,091,602	10.40	83.12	105.94	4.08
4,959,108 35	5.00	3.78	271,732	870,783	10.75	80.65	78.37	4.13
700,930 75	5.00	4.33	38,407	421,612	7.87	59.07	43.68	4.69
\$7,985,284 35	5.00	3.85	437,550	813,290	10.47	79.20	77.93	4.16
\$22,074,926 11	4.98	4.71	1,214,960	990,973	9.04	69.59	75.82	5.06
552,161 74	5.00	4.86	30,263	604,601	8.78	72.90	35.68	4.01
293,731 63	2.00	2.00	40,236	4,463,881	25.49	239.97	82.20	1.41
77,871 09	2.52	2.52	22,727	2,060,593	20.07	167.32	81.19	2.37
12,198 89	3.40	3.40	2,147	338,292	8.37	52.92	22.89	3.05
65 92	2.00	2.00	9	877	0.27	0.49	0.49	149.31
\$23,010,955 38	4.87	4.62	1,294,919	994,248	9.24	71.43	73.88	4.90
\$803,382 32	6.00	5.82	36,684	394,395	6.96	61.61	82.89	5.90
792,521 75	5.00	4.41	43,426	525,894	7.55	61.69	51.20	5.69
663,446 05	5.00	4.94	36,353	520,350	9.01	70.39	80.44	4.67
506,399 22	4.99	4.99	27,776	454,228	9.14	94.55	198.05	5.60
\$2,765,749 34	5.25	5.00	144,239	470,444	7.97	68.37	76.60	5.47
\$647,257 45	7.71	6.76	22,994	261,944	5.52	45.21	43.01	7.48
10,181 30	5.00	5.00	558	185,115	10.51	91.27	33.06	4.22
\$657,438 75	7.65	6.73	23,552	259,333	5.58	45.76	42.70	7.40
\$47,740,048 56	4.97	4.52	2,631,517	921,780	9.76	70.65	77.79	4.49
\$150,167,274 81	4.99	4.84	8,243,968	1,783,214	6.74	84.75	111.96	7.84

¹ Includes a duplication of 2,361,637 passengers representing joint passengers of the Belt Line with the Third Avenue and the 42d St., Manh. & St. N. Ave.; see note 5, page 175.

² The maximum number of passengers per day as reported by the Company includes as second-fare passengers those paying an additional two cents for a transfer.

³ Includes the duplication of 59,649 joint fare passengers of the New York Railways with the Eighth and Ninth Avenues.

⁴ See notes 7 and 9 above.

⁵ Includes the duplication of 2,507,715 joint fare passengers of which 86,429 represent joint passengers of the Van Brunt St. & Erie Basin with the Brooklyn & Queens Transit and 2,421,286 as described in notes 7 and 9 above.

TABLE VI. TRAFFIC STATISTICS — CAR AND PASSENGER

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit.....	98,950,486	98,775,372	103,743,210	117,497,437	114,421,933
Subway division.....	70,499,962	70,777,870	74,986,835	86,629,620	85,260,531
Elevated division.....	28,450,524	27,997,502	28,756,375	30,867,817	29,161,402
New York Rapid Transit (B.-M. T.).....	59,871,413	57,545,076	57,266,450	60,480,536	58,842,266
Total.....	158,821,899	156,320,448	161,009,660	177,977,973	173,264,199
MANHATTAN SURFACE					
Third Ave. Ry. Sys. Cos. in Man.:.....					
Third Avenue.....	4,763,814	4,524,216	4,585,139	4,717,821	4,426,754
Belt Line.....	555,590	530,301	574,263	630,573	564,084
Dry Dock, E. B'way & B.....	927,138	920,432	968,419	975,637	949,211
42d St., Manh. & St. N. Ave.....	3,623,105	3,501,076	3,539,702	3,569,857	3,253,403
Third Ave. Ry. Sys. Cos. in Man.....	9,869,647	9,476,025	9,667,623	9,893,888	9,193,462
Other Manhattan Companies:					
Second Avenue.....	1,277,353	1,219,107	1,230,779	1,280,846	1,185,639
New York Railways.....	9,959,237	9,816,027	9,790,717	9,554,751	8,596,591
Eighth & Ninth Avenues, Receiver.....	1,586,478	1,558,722	1,595,328	1,677,562	1,561,811
New York & Harlem.....	1,371,295	1,271,331	1,422,170	1,643,920	1,522,545
Other Manhattan Companies.....	14,194,363	13,865,187	14,038,994	14,167,079	12,866,586
Total.....	24,064,010	23,341,212	23,706,517	24,050,967	22,060,038
BRONX SURFACE					
Third Ave. Ry. Sys. Cos. in Bronx:					
New York City Interborough.....	2,829,754	2,693,013	2,929,338	3,088,801	2,972,535
Southern Boulevard.....	910,779	882,685	945,500	972,047	964,144
Union.....	8,172,049	7,830,717	8,475,992	8,546,034	8,264,995
Westchester Electric.....	1,333,801	1,255,455	1,214,666	1,240,783	1,111,232
Total.....	13,246,383	12,661,870	13,565,496	13,847,665	13,312,906
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	37,861,694	36,245,702	37,068,789	38,141,626	36,438,669
South Brooklyn.....	1,608,627	1,425,866	1,059,179	736,838	698,659
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	1,206,082	1,173,021	1,262,808	1,195,674	1,273,845
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	689,626	688,289	704,580	734,650	273,745
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	76,990	80,288	77,292	59,430	45,027
Bush Terminal.....	110	261	346	575	565
Total.....	41,443,129	39,613,427	40,172,994	40,868,793	38,730,510
QUEENS SURFACE					
New York & Queens County, Receivers.....	1,106,811	1,081,426	1,108,148	1,155,268	1,079,364
Steinway Railways, Receivers.....	1,242,908	1,269,932	1,289,775	1,414,188	1,335,799
Jamaica Central.....	1,258,528	1,199,834	1,158,299	1,144,512	1,059,311
Manhattan & Queens.....	845,999	832,693	832,863	876,666	809,483
Total.....	4,454,246	4,383,885	4,389,085	4,590,634	4,283,957
RICHMOND SURFACE					
Richmond Railways.....	780,996	708,485	706,911	706,368	665,095
Southfield Beach.....	76,563	64,051	* 28,346	(?)	(?)
Total.....	857,559	772,536	735,257	706,368	665,095
Total, street surface lines.....	84,065,327	80,772,930	82,569,349	84,064,427	79,052,506
Grand total.....	242,887,226	237,093,378	243,579,009	262,042,400	252,316,705

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

MOVEMENT BY MONTHS, 1930: (A) Revenue passengers

December	January	February	March	April	May	June	Year July, 1929 to June, 1930
118,978,808 89,623,464 29,355,344 61,610,148	118,116,852 89,285,824 28,831,028 60,894,309	105,578,026 79,544,998 26,033,028 54,787,719	118,595,751 89,135,454 29,460,297 61,310,679	116,296,151 86,757,247 29,538,904 60,436,997	116,609,243 86,233,435 30,375,808 61,686,531	106,547,640 77,937,046 28,610,594 59,701,492	1,334,110,909 986,672,286 347,438,623 714,433,616
180,588,956	179,011,161	160,365,745	179,906,430	176,733,148	178,295,774	166,249,132	2,048,544,525
4,482,424 577,252 952,899 3,186,979 9,199,554	4,312,492 554,068 912,412 3,181,757 8,960,729	3,916,075 493,202 826,442 2,862,039 8,097,763	4,331,393 546,674 928,392 3,197,135 9,003,594	4,257,556 534,855 931,608 3,181,010 8,905,029	4,424,748 537,885 946,641 3,359,449 9,268,723	4,255,067 495,588 899,764 3,329,435 8,979,864	52,997,499 6,594,335 11,138,997 39,784,946 110,515,775
1,187,491 8,591,880 1,555,315 1,508,880 12,843,566	1,161,184 8,258,021 1,511,175 1,487,065 12,417,445	1,044,010 7,428,586 1,377,850 1,320,356 11,170,802	1,165,576 8,257,623 1,567,848 1,497,812 12,488,859	1,148,948 8,221,443 1,594,746 1,529,478 12,494,615	1,183,920 8,753,951 1,654,416 1,528,771 13,121,068	1,116,605 8,668,439 1,580,973 1,368,537 12,734,554	14,201,458 105,897,266 18,822,224 17,472,160 166,393,108
22,043,120	21,378,174	19,268,560	21,492,453	21,399,644	22,389,781	21,714,408	266,908,884
3,048,785 979,901 8,492,785 1,150,177	3,025,121 968,609 8,333,755 1,133,225	2,756,798 870,862 7,552,982 1,014,770	3,033,440 946,507 8,318,635 1,113,197	2,968,021 911,031 8,203,942 1,114,930	3,097,880 938,153 8,628,743 1,174,444	2,894,326 876,875 8,361,538 1,161,935	35,337,812 11,167,093 99,182,167 14,018,615
13,671,648	13,460,710	12,195,412	13,411,779	13,197,924	13,839,220	13,294,674	159,705,687
37,875,183 730,615 1,285,188	37,192,798 724,338 1,244,386	33,445,718 653,854 1,124,142	37,249,933 722,477 1,273,268	36,599,782 713,942 1,211,428	38,420,059 834,171 1,259,738	36,920,627 1,137,495 1,176,589	443,460,580 11,046,061 14,686,169
19,562 224	145	204	218	236	191	221	3,090,890 358,549 3,296
39,910,772	39,161,667	35,223,918	39,245,896	38,525,388	40,514,159	39,234,932	472,645,585
1,126,060 1,432,748 1,115,516 814,510	1,124,455 1,379,746 1,097,180 818,272	1,014,870 1,227,476 953,909 762,551	1,120,997 1,346,399 1,028,723 862,604	1,133,491 1,315,222 1,047,587 871,728	1,218,695 1,362,009 1,113,809 929,259	1,120,120 1,234,233 1,091,713 881,738	13,389,705 15,850,435 13,268,921 10,138,366
4,488,834	4,419,653	3,958,806	4,358,723	4,368,028	4,623,772	4,327,804	52,647,427
723,612 (2)	728,439 (2)	647,187 (2)	691,995 (2)	656,848 (2)	703,263 24,709	673,475 29,957	8,392,674 203,626
723,612	728,439	647,187	691,995	656,848	707,972	703,432	8,596,300
80,837,986	79,148,643	71,293,883	79,200,846	78,147,832	82,074,904	79,275,250	960,503,883
261,426,942	258,159,804	231,659,628	259,107,276	254,880,980	260,370,678	245,524,382	3,009,048,408

* Summer line; operation suspended from September 29, 1929 to May 25, 1930.

TABLE VI. Traffic statistics — car and passenger

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit.....	\$4,947,524 30	\$4,938,768 60	\$5,187,160 50	\$5,874,871 85	\$5,721,096 65
Subway division.....	3,524,998 10	3,538,893 50	3,749,341 75	4,331,481 00	4,263,026 55
Elevated division.....	1,422,526 20	1,399,875 10	1,437,818 75	1,543,390 85	1,458,070 10
New York Rapid Transit (B.-M. T.)...	2,993,570 63	2,877,253 81	2,863,322 49	3,024,026 81	2,942,113 31
Total.....	\$7,941,094 93	\$7,816,022 41	\$8,050,482 99	\$8,898,898 66	\$8,663,209 96
MANHATTAN SURFACE					
Third Ave. Ry. Sys. Cos. in Man.:					
Third Avenue.....	\$235,778 10	\$223,859 58	\$226,874 93	\$233,338 49	\$219,142 44
Belt Line.....	21,415 63	20,316 90	22,330 80	24,750 42	22,346 01
Dry Dock, E. B'way & B.....	46,356 90	46,021 60	48,420 95	48,781 85	47,460 55
42d St., Manh. & St. N. Ave.....	179,325 27	173,272 92	175,112 22	176,526 59	160,959 95
Third Ave. Ry. Sys. Cos. in Man.....	482,875 90	463,471 00	472,788 90	483,397 55	449,908 95
Other Manhattan Companies:					
Second Avenue.....	63,867 65	60,955 35	61,538 95	64,042 30	59,281 95
New York Railways.....	506,996 93	500,155 89	498,794 41	486,582 69	437,474 50
Eighth & Ninth Avenues, Receiver	79,236 07	77,844 18	79,684 20	83,812 08	78,035 52
New York & Harlem.....	68,564 75	63,566 53	71,108 50	82,196 00	76,127 25
Other Manhattan Companies.....	718,665 40	702,521 95	711,126 06	716,633 07	650,919 22
Total.....	\$1,201,541 30	\$1,165,992 95	\$1,183,864 96	\$1,200,030 42	\$1,100,828 17
BRONX SURFACE					
Third Ave. Ry. Sys. Cos. in Bronx:					
New York City Interborough.....	\$141,487 70	\$134,650 65	\$146,466 90	\$154,440 05	\$148,626 75
Southern Boulevard.....	45,538 95	44,134 25	47,275 00	48,602 35	48,207 20
Union.....	408,602 45	391,535 85	423,799 60	427,301 70	413,240 75
Westchester Electric.....	66,690 05	62,772 75	60,733 30	62,039 15	55,561 60
Total.....	\$662,319 15	\$633,093 50	\$678,274 80	\$692,383 25	\$665,645 30
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	\$1,880,338 36	\$1,801,036 83	\$1,844,932 69	\$1,901,064 77	\$1,815,148 88
South Brooklyn.....	80,431 36	71,293 32	52,958 94	36,828 26	34,917 74
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	24,126 28	23,458 57	25,260 20	23,910 50	25,477 93
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	17,376 68	17,340 92	17,747 35	18,502 70	6,903 44
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	2,431 78	2,568 50	2,472 96	2,262 54	1,718 47
Bush Terminal.....	2 20	5 22	6 92	11 50	11 30
Total.....	\$2,004,706 66	\$1,915,703 36	\$1,943,379 06	\$1,982,580 27	\$1,884,177 26
QUEENS SURFACE					
New York & Queens County, Receivers.	\$66,408 65	\$64,885 56	\$66,488 91	\$69,316 11	\$64,761 80
Steinway Railways, Receivers.....	62,145 40	63,496 60	64,488 75	70,709 40	66,789 95
Jamaica Central.....	62,926 40	59,991 70	57,914 95	57,225 60	52,965 55
Manhattan & Queens.....	42,278 99	41,610 73	41,603 00	43,780 58	40,426 47
Total.....	\$233,759 44	\$229,984 59	\$230,495 61	\$241,031 69	\$224,943 77
RICHMOND SURFACE					
Richmond Railways.....	\$62,470 92	\$56,672 24	\$54,606 99	\$53,518 77	\$50,988 00
Southfield Beach.....	3,828 15	3,202 55	1,417 30	(²)	(²)
Total.....	\$66,299 07	\$59,874 79	\$56,024 29	\$53,518 77	\$50,988 00
Total, street surface lines.....	\$4,168,625 62	\$4,004,649 19	\$4,092,038 72	\$4,169,544 40	\$3,926,582 50
Grand total.....	\$12,109,720 55	\$11,820,671 60	\$12,142,521 71	\$13,068,443 06	\$12,589,792 46

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

movement by months, 1930: (B) Passenger earnings

December	January	February	March	April	May	June	Year July, 1929 to June, 1930
\$5,948,940 40	\$5,905,842 60	\$5,278,901 30	\$5,929,787 55	\$5,814,807 55	\$5,830,462 15	\$5,327,382 00	\$66,705,545 45
4,481,173 20	4,464,291 20	3,977,249 90	4,456,772 70	4,337,862 35	4,311,671 75	3,896,852 30	49,333,614 30
1,467,767 20	1,441,551 40	1,301,651 40	1,473,014 85	1,476,945 20	1,518,790 40	1,430,529 70	17,371,931 15
3,080,507 39	3,044,715 46	2,739,385 95	3,065,533 96	3,021,849 87	3,084,326 54	2,985,074 58	35,721,680 80
\$9,029,447 79	\$8,950,558 06	\$8,018,287 25	\$8,995,321 51	\$8,836,657 42	\$8,914,788 69	\$8,312,456 58	\$102,427,226 25
\$221,929 50	\$213,462 20	\$193,819 89	\$214,275 93	\$210,702 90	\$219,021 12	\$210,695 35	\$2,622,900 43
23,134 85	21,969 41	19,504 00	21,424 09	21,087 66	21,172 26	19,415 61	258,867 64
47,644 95	45,620 60	41,322 10	46,419 60	46,580 40	47,332 05	44,988 20	556,949 75
157,722 15	157,427 59	141,648 41	158,210 73	157,455 34	166,374 07	164,953 89	1,968,989 13
450,431 45	438,479 80	396,294 40	440,330 35	435,826 30	453,899 50	440,053 05	5,407,706 95
59,374 55	58,059 20	52,200 50	58,278 80	57,447 40	59,196 00	55,830 25	710,072 90
436,858 79	420,007 04	377,918 34	420,099 90	418,123 78	445,083 44	440,741 74	5,388,837 45
77,722 12	75,516 32	68,852 78	78,343 52	79,686 01	82,666 25	78,996 37	940,395 42
75,444 01	74,353 27	66,017 77	74,890 59	76,473 93	76,438 56	68,426 86	873,608 02
649,399 47	627,935 83	564,989 39	631,612 81	631,731 12	663,384 25	643,995 22	7,912,913 79
\$1,099,830 92	\$1,066,415 63	\$961,283 79	\$1,071,943 16	\$1,067,557 42	\$1,117,283 75	\$1,084,048 27	\$13,320,620 74
\$152,439 25	\$151,256 05	\$137,839 90	\$151,672 00	\$148,401 05	\$154,894 00	\$144,716 30	\$1,766,890 60
48,995 05	48,430 45	43,543 10	47,325 35	45,551 55	46,907 65	43,843 75	558,354 65
424,639 25	416,687 75	377,649 10	415,931 75	410,197 10	431,437 15	418,076 90	4,959,108 35
57,508 85	56,661 25	50,738 50	55,659 85	55,746 50	58,722 20	58,096 75	700,930 75
\$683,582 40	\$673,035 50	\$609,770 60	\$670,588 95	\$659,896 20	\$691,961 00	\$664,733 70	\$7,985,284 35
\$1,885,595 12	\$1,853,489 52	\$1,666,666 16	\$1,855,978 35	\$1,821,950 71	\$1,912,472 44	\$1,836,252 78	\$22,074,926 11
36,514 44	36,201 61	32,678 13	36,107 19	35,680 77	41,691 98	56,858 00	552,161 74
25,704 37	24,889 54	22,483 54	25,464 86	24,224 27	25,200 40	23,531 17	293,731 63
744 64	—	—	—	—	—	—	77,871 09
4 48	2 90	4 08	4 36	4 72	3 82	4 42	12,198 89
\$1,948,563 05	\$1,914,583 57	\$1,721,831 91	\$1,917,554 76	\$1,881,860 47	\$1,979,368 64	\$1,916,646 37	\$23,010,955 38
\$67,563 61	\$67,467 27	\$60,892 22	\$67,259 82	\$68,009 47	\$73,121 71	\$67,207 19	\$803,382 32
71,637 40	68,987 30	61,373 80	67,319 95	65,761 10	68,100 45	61,711 65	792,521 75
55,775 80	54,859 00	47,695 45	51,436 15	52,379 35	55,690 45	54,585 65	663,446 05
40,679 23	40,861 94	38,080 62	43,075 25	43,541 53	46,417 05	44,043 83	506,399 22
\$235,656 04	\$232,175 51	\$208,042 09	\$229,091 17	\$229,691 45	\$243,329 66	\$227,548 32	\$2,765,749 34
\$55,796 43	\$55,791 56	\$49,098 81	\$52,487 40	\$50,445 79	\$53,525 49	\$51,855 05	\$647,257 45
(2)	(2)	(2)	(2)	(2)	2 235 45	1,497 85	10,181 30
\$55,796 43	\$55,791 56	\$49,098 81	\$52,487 40	\$50,445 79	\$53,760 94	\$53,352 90	\$657,438 75
\$4,023,428 84	\$3,942,001 77	\$3,550,027 20	\$3,941,665 44	\$3,889,451 33	\$4,085,703 99	\$3,946,329 56	\$47,740,048 56
\$13,052,876 63	\$12,892,559 83	\$11,568,314 45	\$12,936,986 95	\$12,726,108 75	\$13,000,492 68	\$12,258,786 14	\$150,167,274 81

2 Summer line; operation suspended from September 29, 1929 to May 25, 1930.

TABLE VI. Traffic statistics — car and passenger

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit.....					
Subway division.....					
Elevated division.....					
New York Rapid Transit (B.-M. T.).....	18,314	17,977	17,093	18,445	16,687
Total.....	18,314	17,977	17,093	18,445	16,687
MANHATTAN SURFACE					
Third Ave. Ry. Sys. Cos. in Man.:					
Third Avenue.....	538,498	495,565	480,271	446,970	403,905
Belt Line.....	24,378	22,798	26,201	29,333	26,295
Dry Dock, E. B'way & B.....	122,963	119,770	122,799	119,798	117,434
42d St., Manh. & St. N. Ave.....	335,515	320,940	314,884	320,668	286,647
Third Ave. Ry. Sys. Cos. in Man.....	1,021,354	959,073	944,166	916,769	834,281
Other Manhattan Companies:					
Second Avenue.....	15,504	13,383	13,028	12,053	11,239
New York Railways.....	571,556	584,319	540,312	519,621	465,660
Eight & Ninth Avenues, Receiver.....	268	327	296	287	211
New York & Harlem.....	87,230	83,401	85,591	92,186	81,349
Other Manhattan Companies.....	674,658	681,430	639,227	624,147	668,459
Total.....	1,695,912	1,640,503	1,583,382	1,540,916	1,392,740
BRONX SURFACE					
Third Ave. Ry. Sys. Cos. in Bronx:					
New York City Interborough.....	756,064	725,612	777,865	810,184	762,535
Southern Boulevard.....	420,806	405,201	422,547	426,461	426,926
Union.....	2,851,175	2,715,770	2,764,885	2,746,945	2,661,007
Westchester Electric.....	261,519	230,274	194,379	181,412	155,164
Total.....	4,289,564	4,076,857	4,159,676	4,165,002	4,005,632
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	2,135,449	2,082,846	2,152,714	2,220,872	2,098,689
South Brooklyn.....	45,218	40,748	29,478	21,857	19,469
Dept. of Pl. & Str. (Williamsburg Bridge Line).....					
Manhattan Bridge Three Cent Line (to 11/13/29).....					
Van Brunt St. & Erie Basin, Recr. (to 12/14/29).....					
Bush Terminal.....					
Total.....	2,180,667	2,123,594	2,182,192	2,242,729	2,118,158
QUEENS SURFACE					
New York & Queens County, Receivers.....	41,301	36,769	32,686	31,577	30,548
Steinway Railways, Receivers.....	181,482	183,644	175,797	190,033	177,186
Jamaica Central.....	20,064	18,235	15,611	14,474	11,865
Manhattan & Queens.....					
Total.....	242,847	238,648	224,094	236,084	219,599
RICHMOND SURFACE					
Richmond Railways.....	128,686	105,773	102,664	94,023	86,938
Southfield Beach.....					
Total.....	128,686	105,773	102,664	94,023	86,938
Total, street surface lines.....	8,537,676	8,185,375	8,252,008	8,278,754	7,823,067
Grand total.....	8,555,990	8,203,352	8,269,101	8,297,199	7,839,754

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

movement by months, 1930: (C) Transfers

December	January	February	March	April	May	June	Year July, 1929 to June, 1930
16,758	17,911	15,541	17,319	17,242	17,322	17,468	208,077
16,758	17,911	15,541	17,319	17,242	17,322	17,468	208,077
370,455	373,916	343,253	386,017	384,314	412,833	391,962	5,027,950
26,228	25,097	21,724	27,945	26,661	27,063	25,619	309,342
112,526	116,436	107,146	120,581	115,936	121,595	116,878	1,413,862
263,193	270,593	236,979	267,967	269,899	278,243	270,170	3,435,698
772,402	786,042	709,102	802,510	796,510	839,734	804,629	10,186,861
10,481	10,621	10,493	11,982	11,582	11,684	13,351	145,401
458,318	462,455	420,334	468,012	474,300	490,670	480,008	5,935,565
200	200	183	191	158	190	253	2,764
72,586	71,849	64,938	74,093	72,236	73,766	69,691	928,916
541,685	545,125	495,948	554,278	558,276	576,310	563,303	7,012,646
1,313,987	1,331,167	1,205,050	1,356,788	1,355,086	1,416,044	1,367,932	17,199,507
738,093	733,106	673,026	755,945	744,928	766,941	731,238	8,975,537
408,402	395,298	345,994	372,889	347,231	363,371	339,657	4,674,783
2,608,309	2,645,028	2,377,522	2,612,955	2,566,725	2,726,466	2,670,773	31,947,560
146,545	150,563	139,920	157,716	162,751	179,537	202,030	2,161,810
3,901,349	3,923,995	3,536,462	3,899,505	3,821,635	4,036,315	3,943,698	47,759,690
2,132,491	2,090,648	1,898,688	2,141,961	2,088,989	2,217,095	2,125,609	25,386,051
20,431	20,747	18,129	20,519	18,702	24,508	33,012	312,818
2,152,922	2,111,395	1,916,817	2,162,480	2,107,691	2,241,603	2,158,621	25,698,869
28,367	32,191	30,920	35,239	35,610	36,215	37,327	408,750
186,177	182,642	161,502	172,352	166,188	178,807	159,290	2,115,100
11,123	11,685	11,229	13,428	13,510	14,534	16,292	172,050
225,667	226,518	203,651	221,019	215,308	229,556	212,909	2,695,900
91,113	95,720	87,308	95,252	90,970	99,683	98,132	1,176,262
91,113	95,720	87,308	95,252	90,970	99,683	98,132	1,176,262
7,685,038	7,688,795	6,949,288	7,735,044	7,590,690	8,023,201	7,781,292	94,530,228
7,701,796	7,706,706	6,964,829	7,752,363	7,607,932	8,040,523	7,798,760	94,738,305

TABLE VI. Traffic statistics — car and passenger movement

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit.....	20,459,251	20,672,841	19,527,338	20,665,206	19,833,402
Subway division.....	14,250,222	14,375,274	13,643,707	14,389,409	13,862,568
Elevated division.....	6,209,029	6,297,567	5,883,631	6,275,797	5,970,834
New York Rapid Transit (B.-M. T.).....	9,292,436	9,226,550	8,534,658	8,671,802	8,345,877
Total.....	29,751,687	29,899,391	28,061,996	29,337,008	28,179,279
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Manhattan:					
Third Avenue.....	396,227	390,615	372,947	396,211	377,789
Belt Line.....	33,622	32,907	30,583	32,021	28,674
Dry Dock, E. B'way & B.....	113,520	113,920	107,931	112,081	108,885
42d St., Manh. & St. N. Ave.....	253,601	245,784	238,487	244,707	230,422
Third Ave. Ry. Sys. Cos. in Man.....	796,970	783,226	749,948	785,020	745,770
Other Manhattan Companies:					
Second Avenue.....	164,805	157,110	155,112	164,885	153,018
New York Railways.....	810,301	810,168	764,643	779,211	730,182
Eighth & Ninth Avenues, Recr.....	168,805	171,042	166,320	178,249	170,075
New York & Harlem.....	158,745	156,255	151,797	159,700	151,709
Other Manhattan Companies.....	1,302,656	1,294,675	1,237,872	1,282,045	1,204,984
Total.....	2,099,626	2,077,801	1,987,820	2,067,065	1,950,754
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	268,164	268,144	261,861	272,874	264,061
Southern Boulevard.....	93,878	94,777	91,214	93,500	90,321
Union.....	784,472	784,088	779,301	787,792	757,618
Westchester Electric.....	161,426	161,353	153,239	158,217	142,791
Total.....	1,307,940	1,308,362	1,285,615	1,312,383	1,254,791
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	4,234,856	4,220,232	3,987,461	4,110,962	3,945,857
South Brooklyn.....	141,162	128,090	111,448	103,776	100,357
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	47,363	46,947	48,360	48,320	49,059
Manhattan Bridge Three Cent Line (to 11/13/29).....	35,439	35,726	33,902	35,344	13,622
Van Brunt St. & Eric Basin, Recr. (to 12/14/29).....	7,256	8,217	7,906	8,256	7,639
Bush Terminal.....	1,351	1,831	1,769	1,905	1,677
Total.....	4,467,427	4,441,043	4,190,846	4,308,563	4,118,211
QUEENS SURFACE					
New York & Queens County, Recrs.....	164,488	164,458	158,079	164,207	154,313
Steinway Railways, Recrs.....	176,529	179,408	169,032	180,226	173,043
Jamaica Central.....	130,096	126,928	121,366	125,204	118,166
Manhattan & Queens.....	94,740	97,386	91,341	94,728	88,188
Total.....	565,853	568,180	539,818	564,365	533,710
RICHMOND SURFACE					
Richmond Railways.....	136,087	146,322	125,982	129,662	123,777
Southfield Beach.....	5,269	5,065	3,466	(²)	(²)
Total.....	141,356	151,387	129,448	129,662	123,777
Total, street surface lines.....	8,582,202	8,546,773	8,133,547	8,382,038	7,981,243
Grand total.....	38,333,889	38,446,164	36,195,543	37,719,046	36,160,522

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

by months, 1930: (D) Revenue car miles

December	January	February	March	April	May	June	Year July, 1929 to June, 1930
20,492,100 14,224,783 6,267,317 8,803,819	20,650,280 14,365,783 6,284,497 8,753,406	18,792,100 13,029,527 5,762,573 7,871,372	20,732,272 14,439,384 6,292,888 8,702,876	20,439,472 14,238,763 6,200,709 8,540,308	20,973,978 14,661,023 6,312,955 8,851,126	20,288,232 14,203,157 6,085,075 8,828,019	243,526,472 169,683,600 73,842,872 104,422,249
29,295,919	29,403,686	26,663,472	29,435,148	28,979,780	29,825,104	29,116,251	347,948,721
381,510 29,696 110,109 225,064 746,379	390,301 30,757 114,113 234,920 770,091	347,344 27,447 103,015 213,129 690,935	385,290 28,085 115,431 240,002 768,808	365,201 26,314 111,051 231,028 733,594	373,534 26,708 112,825 239,043 752,110	357,965 25,274 107,843 230,432 721,514	4,534,934 352,088 1,330,724 2,826,619 9,044,365
155,911 735,435 172,090 155,545 1,215,981	156,495 747,799 174,733 168,986 1,248,013	135,653 663,545 157,832 154,908 1,111,938	156,300 748,676 177,608 179,927 1,262,511	152,179 725,269 181,207 179,983 1,238,638	155,555 736,045 185,876 179,482 1,256,958	146,045 718,683 180,758 167,614 1,213,100	1,853,068 8,969,957 2,084,595 1,964,651 14,872,271
1,965,360	2,018,104	1,802,873	2,031,319	1,972,232	2,009,068	1,934,614	23,916,636
265,955 91,298 761,364 143,225	269,803 91,534 773,082 146,943	243,544 83,614 705,204 132,713	271,113 90,555 781,885 146,957	261,847 86,555 763,450 143,718	267,309 86,138 783,587 147,774	253,535 80,255 767,914 143,052	3,168,210 1,073,639 9,229,757 1,781,408
1,261,842	1,281,362	1,165,075	1,290,510	1,255,570	1,284,808	1,244,756	15,253,014
4,013,474 102,556 49,565 3,558 1,031	4,121,373 104,423 49,235 732	3,708,551 93,572 44,579 1,225	4,170,747 104,700 49,027 1,853	4,094,058 103,422 46,615 1,742	4,270,470 108,756 49,815 1,636	4,202,936 125,480 47,344 1,308	49,080,977 1,327,742 576,229 154,033 42,832 18,060
4,170,184	4,275,763	3,847,927	4,326,327	4,245,837	4,430,677	4,377,068	51,199,873
160,369 177,330 121,891 89,422	162,866 179,986 124,938 91,736	146,249 160,949 113,175 84,009	164,061 179,569 124,054 95,217	161,893 174,279 121,438 92,946	167,054 179,936 125,257 96,963	156,724 168,825 120,969 93,098	1,924,761 2,099,112 1,473,482 1,109,774
549,012	559,526	504,382	562,901	550,556	569,210	539,616	6,607,129
127,645 (2)	126,880 (2)	110,311 (2)	123,215 (2)	119,815 (2)	124,892 1,087	126,029 4,482	1,520,617 19,369
127,645	126,880	110,311	123,215	119,815	125,979	130,511	1,539,986
8,074,043	8,261,635	7,430,568	8,334,272	8,144,010	8,419,742	8,226,565	98,516,638
37,369,962	37,665,321	34,094,040	37,769,420	37,123,790	38,244,846	37,342,816	446,465,359

* Summer line; operation suspended from September 29, 1929 to May 25, 1930.

TABLE VI. Traffic statistics — car and passenger movement

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit.....	1,192,810	1,205,467	1,137,394	1,203,663	1,165,858
Subway division.....	801,559	809,162	766,715	808,623	779,620
Elevated division.....	391,251	396,305	370,679	394,940	376,238
New York Rapid Transit (B.-M. T.).....	683,496	679,063	629,484	642,384	617,913
Total.....	1,876,306	1,884,530	1,766,878	1,845,947	1,773,771
MANHATTAN SURFACE					
Third Ave. Ry. System Cos. in Man.:					
Third Avenue.....	55,650	55,329	53,940	58,474	56,023
Belt Line.....	7,823	7,498	7,442	8,186	7,656
Dry Dock, E. B'way & B.....	17,892	18,039	17,301	18,063	17,391
42d St., Manh. & St. N. Ave.....	45,671	44,429	43,177	44,931	42,468
Third Ave. Ry. Sys. Cos. in Man.	127,036	125,295	121,860	129,654	123,638
Other Manhattan Companies:					
Second Avenue.....	24,070	22,800	23,335	24,899	22,995
New York Railways.....	134,725	135,984	131,301	137,935	128,654
Eighth & Ninth Avenues, Recr.....	24,810	25,685	25,320	27,264	26,109
New York & Harlem.....	26,470	26,107	26,694	29,054	28,005
Other Manhattan Companies.....	210,076	210,576	206,650	219,152	205,763
Total.....	337,111	335,871	328,510	348,806	329,301
BRONX SURFACE					
Third Ave. Ry. System Cos. in Bronx:					
New York City Interborough.....	33,820	33,325	33,092	35,325	33,919
Southern Boulevard.....	11,415	11,419	11,056	11,390	11,021
Union.....	103,335	102,143	102,343	104,409	100,574
Westchester Electric.....	21,794	21,708	20,669	21,317	18,949
Total.....	170,364	168,595	167,160	172,441	164,463
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	548,315	547,478	518,639	539,805	519,042
South Brooklyn.....	17,011	16,013	13,638	12,468	11,952
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	5,031	4,958	5,140	5,152	5,203
Manhattan Bridge Three Cent Line (to 11/13/29).....	4,245	4,279	4,066	4,247	1,636
Van Brunt St. & Erie Basin, Recr. (to 12/14/29).....	1,273	1,289	1,230	1,273	1,170
Bush Terminal.....	2,047	2,423	2,372	2,735	2,445
Total.....	577,922	576,440	545,085	565,680	541,448
QUEENS SURFACE					
New York & Queens County, Recrs.....	18,786	18,885	18,213	18,816	17,615
Steinway Railways, Recrs.....	21,932	22,127	20,840	22,097	21,007
Jamaica Central.....	16,581	16,122	15,460	16,141	15,210
Manhattan & Queens.....	8,921	9,231	8,804	9,065	8,644
Total.....	66,220	66,365	63,317	66,119	62,476
RICHMOND SURFACE					
Richmond Railways.....	16,739	16,748	15,400	15,870	14,965
Southfield Beach.....	610	601	² 410	(²)	(²)
Total.....	17,349	17,349	15,810	15,870	14,965
Total, street surface lines.....	1,168,966	1,164,620	1,119,882	1,168,916	1,112,653
Grand total.....	3,045,272	3,049,150	2,886,760	3,014,863	2,886,424

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

by months, 1930: (E) Revenue car hours

December	January	February	March	April	May	June	Year July, 1929 to June, 1930
1,192,531 799,487 393,044 651,388	1,204,067 808,434 395,633 647,739	1,095,364 732,890 362,474 582,116	1,210,085 812,347 397,738 644,178	1,192,271 801,376 390,895 632,266	1,222,728 824,228 398,500 654,462	1,182,941 798,859 384,082 650,118	14,195,079 9,543,300 4,651,779 7,714,607
1,843,919	1,851,806	1,677,480	1,854,263	1,824,537	1,877,190	1,833,059	21,909,686
58,773 7,843 17,969 42,289 126,874	58,952 7,970 18,079 43,896 128,897	52,707 7,057 16,184 39,276 115,224	58,150 7,250 18,048 43,720 127,168	55,337 6,978 17,528 42,095 121,938	56,381 7,073 17,812 43,224 124,490	55,648 6,717 17,085 41,491 120,241	675,364 89,493 211,391 516,667 1,492,915
24,051 132,093 27,167 29,753 213,064	23,458 130,898 27,426 30,662 212,444	21,651 116,348 24,295 28,088 190,582	24,215 130,562 27,321 31,209 213,307	23,700 128,078 27,430 31,048 210,256	24,400 129,731 28,160 31,144 213,435	23,410 125,909 27,000 28,898 205,217	282,984 1,562,218 317,987 347,132 2,510,321
339,938	341,341	305,606	340,475	332,194	337,925	326,158	4,003,236
35,328 11,340 102,370 19,411	36,021 11,426 103,809 19,412	32,451 10,216 94,436 17,542	35,425 11,341 104,290 19,273	34,762 11,025 102,235 18,855	36,440 11,518 106,159 19,498	35,062 11,186 104,002 18,919	414,970 134,353 1,230,105 237,347
168,449	170,668	154,645	170,329	166,877	173,615	169,169	2,016,775
533,475 12,332 5,273 541 1,805	538,699 12,500 5,213 1,671	484,858 11,173 4,735 1,980	543,563 12,472 5,223 2,563	532,996 12,361 4,956 2,433	554,481 12,926 5,300 2,257	544,786 15,253 5,015 2,011	6,406,137 160,099 61,199 18,473 6,776 26,742
553,426	558,083	502,746	563,821	552,746	574,964	567,065	6,679,426
18,090 21,631 15,910 8,987	18,257 21,909 15,850 9,069	16,376 19,545 14,568 8,136	18,311 21,870 15,734 9,170	18,131 21,301 15,520 8,892	18,487 21,885 16,084 9,290	17,400 20,802 15,382 9,017	217,367 256,946 188,562 107,226
64,618	65,085	58,625	65,085	63,844	65,746	62,601	770,101
15,563 (2)	15,564 (2)	13,706 (2)	15,283 (2)	14,902 (2)	15,400 122	15,501 488	185,641 2,231
15,563	15,564	13,706	15,283	14,902	15,522	15,989	187,872
1,141,994	1,150,741	1,035,328	1,154,993	1,130,563	1,167,772	1,140,982	13,657,410
2,985,913	3,002,547	2,712,808	3,009,256	2,955,100	3,044,962	2,974,041	35,567,096

* Summer line; operation suspended from September 29, 1929 to May 25, 1930.

TABLE VII. TRAFFIC STATISTICS: CAR

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
RAPID TRANSIT						
INTERBOROUGH RAPID TRANSIT						
Subway division: ³			(Round)			
West Side Subway.....	34.40	1,090	2,492,825	81,016,289	4,212,847	4,808,397
East Side Subway.....	32.64	942	2,281,372	72,958,685	3,793,852	4,095,864
Grand Central Shuttle.....	0.44	10	559,632	492,478	25,609	18,655
Queensboro Subway ⁴	11.87	136	684,873	10,682,466	555,488	620,384
Total, Subway division ³	74.71	2,178	6,018,702	165,149,918	8,587,796	9,543,300
Elevated division: ³						
Second Avenue Line.....	25.64	354	733,756	13,147,163	631,064	839,492
Third Avenue Line.....	17.89	747	1,409,476	30,021,107	1,441,013	1,971,372
Sixth Avenue Line ⁵	16.02	438	688,311	15,274,335	733,168	1,038,255
Ninth Avenue Line ⁵	15.40	375	588,430	12,845,611	616,589	802,660
Total, Elevated division ³	57.43	1,914	3,419,973	71,288,216	3,421,834	4,661,779
Total.....	117.49	4,092	9,438,675	236,438,134	12,009,630	14,195,079
NEW YORK RAPID TRANSIT (B.-M. T.)						
Broadway (Brooklyn) — Chambers Street	13.06	115	(Single) 691,783	8,907,002	694,744	695,530
Brighton Beach.....	22.38	262	1,448,748	18,609,447	1,457,475	1,399,786
Canarsie Shuttle.....	1.35	8	217,906	294,094	13,491	41,741
Broadway — Atlantic Avenue.....	6.66	61	309,919	2,291,218	178,715	185,329
Fulton Street.....	11.87	249	1,081,804	11,025,599	553,188	962,845
Fifth Avenue — Bay Ridge.....	7.32	34	267,529	1,499,730	81,788	123,147
Culver.....	11.68	108	589,496	5,991,348	340,504	483,655
Fourth Avenue — 86th Street.....	14.80	136	592,939	8,615,275	677,707	633,242
Fourth Avenue, 86th Street — 95th Street	0.44	⁹ [136]	⁹ [586,494]	258,042	20,300	21,842
Broadway — Lexington Avenue.....	11.08	76	453,547	3,635,910	188,808	334,674
Myrtle Avenue — Chambers Street.....	7.25	62	315,440	2,282,878	178,064	178,331
Fourth Avenue — Sea Beach.....	14.57	127	780,914	11,265,480	901,158	684,420
West End.....	16.98	155	843,310	10,808,161	843,110	652,541
West End Shuttle.....	1.92	8	60,169	115,786	7,336	11,025
Myrtle Avenue — Park Row.....	7.54	79	510,788	3,305,155	171,627	310,280
Franklin Avenue — Chambers Street ⁸	20.68	¹⁰ 94	85,476	853,473	66,571	53,735
Fourteenth Street — Canarsie.....	9.81	128	896,301	8,254,008	643,813	631,206
Flushing ⁴	6.15	83	528,818	3,245,160	169,371	218,177
Astoria ⁴	2.43		503,933	1,222,037	63,772	92,989
Total.....	110.45	1,726	10,178,820	102,479,803	7,251,542	7,714,495
Total, rapid transit.....	¹³ 219.36	5,818	(Round) 14,528,085	338,917,937	19,261,172	21,909,574

¹ The length of route entered in the table represents total line operated, exclusive of duplications for sub-routes and branch routes; the total length of all routes for any company is the net mileage after deducting duplications on account of track used for two or more routes.

² Allowance is made for routes not operated the entire year by using weighted averages which take into account duration of operation.

³ In the case of rapid transit lines, the number of passengers carried on each route cannot be given. Where figures are given for the Interborough Rapid Transit Company they represent fares collected or tickets sold at stations assigned to the particular route.

⁴ The Astoria and Flushing lines of the Queensboro subway are operated by the Interborough Rapid Transit and the New York Rapid Transit; fares are collected by the Interborough and the total apportioned between the companies on the basis of a joint count of passengers carried on the trains of each company during a specified week in September of each year.

AND PASSENGER MOVEMENT BY ROUTES, 1930

NUMBER OF PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANS- FER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- panies				
(¹)									
932,888,792			36		(⁶)	932,888,792	\$46,644,439 60	30.2	\$5 23
53,783,494			36		(⁶)	53,783,494	2,689,174 70	25.2	4 33
986,672,286						986,672,286	49,333,614 30	29.9	5 17
61,576,056			12			61,576,056	3,078,802 80	23.4	3 67
126,866,274			15			126,866,274	6,343,313 70	21.1	3 22
121,746,425			12			121,746,425	6,087,321 25	28.3	4 32
37,249,868			16			37,249,868	1,862,493 40		
347,438,623			55			347,438,623	17,371,931 15	24.4	3 73
1,334,110,909			7 91		(⁶)	1,334,110,909	\$66,705,545 45	28.2	\$4 70
			9	11 1					
			9						
			9	11 1					
			5						
			3						
			4						
			8	11 2					
			7						
			8						
			9						
			10						
			9						
			2		(⁶)				
714,433,616		12 208,077	7 92	4	(⁶)	714,641,693	\$35,721,680 80	34.9	\$4 63
2,048,544,525		12 208,077	7 183	4	(⁶)	2,048,752,602	\$102,427,226 25	30.2	\$4 67

⁵ On Sixth and Ninth Avenue Lines, passenger traffic originating south of Rector Street and half of the south bound traffic of the 59th Street Station is arbitrarily classed as Ninth Avenue, that north of 59th Street as Sixth Avenue, while all other data are applicable to the separate lines.

⁶ See note 4.

⁷ Represents the number of stations at which passengers may transfer from trains operated over one route to those operated over another route, or from local to express trains or vice versa.

⁸ Summer operation; line discontinued from September 14, 1929 to May 4, 1930.

⁹ Included in preceding line.

¹⁰ On a yearly basis, 35.

¹¹ Transfer points to surface cars of Brooklyn & Queens Transit.

¹² Transfers collected from surface car passengers; see note 11 above.

¹³ Net, after excluding 8.58 miles for duplication of Flushing and Astoria lines; see note 4 above.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maxi- mum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
MANHATTAN SURFACE THIRD AVENUE RAILWAY SYSTEM COM- PANIES IN MANHATTAN						
THIRD AVENUE			(Round)			
Third Avenue.....	12.26	85	139,182	2,554,273	122,605	379,748
125th Street Crosstown ³	2.07	18	121,647	459,307	21,996	79,788
Kingsbridge.....	6.78	46	90,967	1,030,457	49,462	142,304
Broadway Branch ⁴	2.68	34	35,842	213,389	10,243	36,630
Broadway & 145th Street.....	2.58	11	52,767	268,930	12,908	36,894
Fares returned (deduct).....						
Total.....	17.86	194	440,405	4,526,356	217,214	675,364
BELT LINE			(Round)			
59th Street Crosstown.....	1.79	22	111,534	352,024	13,377	89,493
DRY DOCK, E. B'WAY & BATTERY			(Round)			
Grand Street.....	1.36	17	62,219	168,869	6,417	29,162
Grand Street — Brooklyn.....	3.17	32	83,836	481,662	18,303	70,341
Post Office.....	3.05	21	60,816	342,895	13,030	48,763
Avenue B (storage battery).....	2.43	27	74,620	337,118	8,091	63,125
Fares returned (deduct).....						
Total.....	7.53	97	281,491	1,330,544	45,841	211,391
42D ST. MANH. & ST. N. AVE.			(Round)			
42d Street Crosstown.....	1.94	53	194,948	662,736	28,217	162,993
Broadway Branch ⁴	5.58	50	129,798	1,546,159	74,216	252,634
Tenth Avenue.....	4.91	24	69,307	523,216	25,114	80,295
110th Street (storage battery).....	1.49	9	34,096	92,508	2,220	20,745
Fares returned (deduct).....						
Total.....	9.92	136	428,149	2,824,619	129,767	516,667
Third Avenue Railway System Com- panies in Manhattan.....			(Round)			
	37.10	449	1,261,579	9,033,543	406,199	1,492,915

^{1,2} See these notes on preceding double page.³ The figures reported for the 125th Street Crosstown Line include the operation of the Willis Avenue Line of the Union over the Third Avenue tracks on 125th Street.⁴ The Broadway Branch of the 42d St., Manh. & St. N. Ave. operates over its own tracks to 125th Street, from which point operation is continued over the tracks of the Third Avenue. The latter operates no route called "Broadway Branch" but each company is credited with fares collected over its portion of track. Each company reports statistics applicable to its portion of operation and these statistics are shown separately in the tabulation of the "Broadway Branch".

passenger movement by routes, 1930 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANS- FER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- panies				
	(At 3 cents)								
29,682,803	*1,348,726	3,283,140	4	7	.....	34,314,669	\$1,524,601 93	59.7	\$4 01
5,448,869		502,355	2	3	.....	5,951,224	272,443 45	59.3	3 41
11,304,175		706,658	4	2	.....	12,010,833	565,208 75	54.9	3 97
2,055,242		364,046	4	1	.....	2,419,288	102,762 10	48.2	2 81
3,177,596		171,760	3	1	.....	3,349,356	158,879 80	59.1	4 31
19,912						19,912	995 60		
51,648,773	1,348,726	5,027,959	17	14	.....	58,025,458	\$2,622,900 43	57.9	\$3 88
	(At 2 cents)								
4,232,698	*2,361,637	309,342	.....	3	.....	6,903,677	\$258,867 64	73.5	\$2 89
1,490,676		328,230	3	1	.....	1,818,906	\$74,533 80	44.1	\$2 56
3,454,381		516,192	2	1	.....	3,970,573	172,719 05	35.9	2 46
3,134,035		275,641	3	1	.....	3,409,676	156,701 75	45.7	3 21
3,066,518		293,799	3	.....	.....	3,360,317	153,325 90	45.5	2 43
6,615						6,615	330 75		
11,138,995		1,413,862	11	3	.....	12,552,857	\$556,949 75	41.9	\$2 63
	(At 3 cents)								
14,298,936		1,129,230	2	1	.....	15,428,166	\$714,946 80	107.9	\$4 39
18,521,284	*1,012,911	1,638,085	4	6	.....	21,172,280	956,451 53	61.9	3 79
5,448,701		447,359	3	2	.....	5,896,060	272,435 05	52.1	3 39
519,251		221,024	.....	2	.....	740,275	25,962 55	28.1	1 25
16,136						16,136	806 80		
38,772,036	1,012,911	3,435,698	9	11	.....	43,220,645	\$1,968,989 13	69.7	\$3 81
105,792,502	*4,723,274	10,186,861	37	31	.....	120,702,637	\$5,407,706 95	59.9	\$3 62

^a The 59th Street Crosstown Line has joint passengers with the Third Avenue and Broadway Lines, the 59th Street Crosstown (Belt Line) receiving two cents for each joint passenger, the Third Avenue (Third Avenue) or the Broadway line (42d St., Manh. & St. N. Ave.) receiving three cents.

^b Includes a duplication of 2,361,637 representing joint passengers of the Belt Line with the Third Avenue and the 42d St., Manh. & St. N. Ave. (see note 5 above).

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maxi- mum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
MANHATTAN SURFACE — Concluded						
OTHER MANHATTAN COMPANIES						
SECOND AVENUE						
Second Avenue.....	7.73	26	(Round) 108,082	1,083,811	34,682	161,548
First Avenue.....	6.17	22	69,290	733,771	23,480	115,397
86th Street.....	0.56	1	29,438	34,757	1,117	6,039
Total.....	11.95	49	206,810	1,852,339	59,279	282,984
NEW YORK RAILWAYS						
(Round)						
Lexington Avenue.....	7.75	68	146,845	2,051,673	89,088	308,325
Sixth Avenue.....	5.32	30	67,461	690,012	31,172	132,546
Broadway and Seventh Avenue.....	5.05	51	137,690	1,362,170	63,530	253,586
Columbus and Lenox Avenue.....	4.58	19	83,829	763,330	33,434	103,410
Seventh Avenue and Delancey Street.....	4.36	39	72,259	605,215	22,000	118,717
116th Street.....	2.28	14	103,110	445,747	16,047	77,339
34th Street.....	2.35	31	136,251	614,563	23,600	132,714
23d Street.....	2.08	26	126,755	528,423	20,379	101,180
14th Street.....	3.30	57	206,951	1,264,991	50,238	242,898
8th Street.....	2.28	14	84,629	379,148	13,743	70,625
Total — electric contact.....	31.07	349	1,165,780	8,705,272	363,231	1,541,340
Spring and Delancey Sts. (storage battery)	1.21	4	35,134	68,262	2,120	20,878
Total.....	32.28	353	1,200,914	8,773,534	365,351	1,562,218
EIGHTH & NINTH AVENUES, RECEIVER						
(Round)						
Eighth Avenue.....	10.27	38	76,592	1,315,333	42,091	191,947
Ninth Avenue.....	7.96	22	65,877	769,262	27,693	126,040
Total.....	18.23	60	142,469	2,084,595	69,784	317,987
NEW YORK & HARLEM						
(Round)						
Fourth and Madison Avenue.....	8.33	84	147,431	1,775,059	76,404	316,666
86th Street Crosstown.....	1.72	6	53,112	169,660	5,768	30,466
Total.....	10.00	90	200,543	1,944,719	82,172	347,132
Other Manhattan Companies.....						
(Round)						
	72.46	552	1,750,736	14,655,187	576,586	2,510,321
(Round)						
Total, Manhattan Surface.....	109.56	1,001	3,012,315	23,688,730	982,785	4,003,236

^{1,2} See these notes on first double page of this table.

³ Unless otherwise specified. The 7-cent fares included in this column represent 5-cent passengers purchasing 2-cent transfers.

⁴ Of which 55,020 were at 1.2 cents.

⁵ Of which 4,629 were at 1.2 cents.

⁶ Consists of free transfers collected and whole and portions of 2-cent transfers collected.

⁷ Three lines of the New York Railways transfer to the Ninth Avenue line of the Eighth and Ninth Avenues — the Sixth Avenue line at 53rd Street and Sixth Avenue, the 116th Street Crosstown line at 106th Street and Amsterdam Avenue, and the Columbus and Lenox Avenue line at 65th Street and

passenger movements by routes, 1930 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
8,472,862		131,429	3			8,604,291	\$423,643 10	39.1	\$2 62
5,718,974		13,418	3			5,732,392	285,948 70	39.0	2 48
9,622		554	2			10,176	481 10	1.4	0 08
14,201,458		145,401	8			14,346,859	\$710,072 90	38.3	\$2 51
22,941,584	(At 7 cents) ³	(⁶)							
7,178,541	484,581	815,027	10			24,241,192	\$1,180,999 87	57.6	\$3 83
16,180,639	662,528	583,944	6		7 1	8,425,013	405,304 01	58.7	3 06
7,399,483	756,843	1,040,535	8			17,978,017	862,010 96	63.3	3 40
3,943,225	47,437	47,437	3		7 1	7,573,354	375,633 36	49.2	3 63
4,540,301	347,701	379,711	13			4,670,637	221,500 32	36.6	1 87
9,499,297	92,120	345,590	5		7 1	4,978,011	233,194 97	52.3	3 02
7,656,019	559,781	576,810	5		8 1	10,635,888	514,149 52	83.7	3 87
18,575,653	588,622	452,872	5		8 1	8,697,513	424,004 49	80.2	4 19
2,923,237	934,951	1,294,765	8		8 1	20,805,369	994,229 22	78.6	4 09
100,837,979	303,058	388,772	9			3,615,067	167,375 91	44.1	2 37
187,597	4,856,619	5,925,463	72		6	111,620,061	5,378,402 63	61.8	3 49
	15,071	10,102	2			212,770	10,434 82	15.3	0 50
101,025,576	4,871,690	5,935,565	74		6	111,832,831	\$5,388,837 45	61.4	\$3 45
12,927,477	(At 3.8 cents)								
5,835,098	59,649	2,764			7 3	12,927,477	\$646,373 85	49.1	\$3 37
						5,897,511	294,021 57	38.2	2 33
18,762,575	59,649	2,764			3	18,824,988	\$940,395 42	45.1	\$2 96
16,717,115		698,769	1		8 3	17,415,884	\$835,855 77	47.1	\$2 64
755,045		230,147	1			985,192	37,752 25	22.3	1 24
17,472,160		928,916	2		3	18,401,076	\$873,608 02	44.9	\$2 52
151,461,769	9 4,931,339	7,012,646	84		12	163,405,754	\$7,912,913 79	54.0	\$3 15
257,254,271	10 9,654,613	17,199,507	121	31	12	284,108,391	\$13,320,620 74	56.2	\$3 33

Columbus Avenue. Transfer with the Sixth Avenue line is free, while the other two lines have a joint passenger arrangement, the New York Railways receiving 1.2 cents for each joint passenger, and the Ninth Avenue, 3.8 cents.

⁵ The New York & Harlem transfers at Fourth Avenue to three crosstown lines of the New York Railways — 14th Street, 23rd Street and 34th Street.

⁶ Includes a duplication of 59,649 representing joint passengers of the New York Railways with the Eighth & Ninth Avenues (see note 7 above).

¹⁰ Includes a duplication of 2,421,286 passengers; see note 9 above and note 6 on preceding double page.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maxi- mum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
BRONX SURFACE						
THIRD AVENUE RAILWAY SYSTEM COM- PANIES IN BRONX						
NEW YORK CITY INTERBOROUGH						
Zoological Park.....	6.27	38	(Round) 68,333	857,304	42,727	109,900
180th Street Crosstown.....	6.15	27	79,539	979,140	41,345	122,926
Ogden Avenue.....	2.63	10	43,296	226,229	10,103	31,892
University Avenue.....	4.24	18	60,836	516,282	23,243	65,681
149th Street Crosstown.....	2.63	27	105,443	558,659	26,815	84,560
Fares returned (deduct).....						
Total.....	19.31	120	357,447	3,137,614	144,233	414,959
SOUTHERN BOULEVARD						
138th St. & Third Ave. to Pelham Bay Park.....	5.05	40	(Round) 105,410	1,067,857	45,543	134,353
UNION						
Boston Road.....	5.07	38	(Round) 82,396	839,013	39,306	113,172
Westchester Avenue.....	5.12	33	93,703	963,051	46,818	123,539
177th Street (Tremont Avenue).....	5.21	38	103,797	1,092,874	46,325	142,568
138th Street.....	2.65	17	59,211	306,175	11,661	49,718
Sedgwick Avenue.....	0.98	3	30,350	59,412	2,372	7,973
Morris Avenue.....	1.74	9	53,621	186,687	7,094	25,936
163d Street Crosstown.....	3.78	36	83,749	634,078	30,182	88,402
Bailey Avenue.....	2.10	2	6,033	29,653	1,208	3,878
Williamsbridge.....	4.10	15	44,557	321,461	12,132	35,722
Webster and White Plains Avenue.....	7.53	39	82,985	1,254,317	59,772	149,081
207th Street Crosstown.....	2.40	16	71,658	351,623	16,557	55,234
167th Street Crosstown.....	3.70	35	97,762	724,130	30,464	112,729
Clason Point.....	3.21	15	69,357	446,506	17,841	47,849
St. Ann's Avenue—Harlem.....	1.81	15	57,892	209,350	7,999	30,470
Pelham Bay Park.....	1.20	5	42,487	102,474	3,909	13,806
Wiley Avenue and Fordham ³	10.08	46	81,770	1,122,708	50,817	161,906
Shuttle, 128th—138th Streets.....	0.49	3	38,926	38,926	1,534	6,941
Broadway and Yonkers Lines ⁴	1.60	60	129,424	378,158	18,142	47,306
McLean Avenue ⁵	1.35	11	35,902	111,297	5,109	13,612
Fares returned (deduct).....						
Total.....	57.82	436	1,265,580	9,171,893	409,242	1,229,842
WESTCHESTER ELECTRIC						
Mount Vernon—Subway ⁵	2.10	7	(Round) 39,392	171,735	6,526	23,091
Fifth Avenue (Mount Vernon).....	1.95	5	37,853	159,495	5,742	19,912
Pelham Manor.....	2.23	4	18,055	80,522	2,970	9,627
North Pelham.....	3.31	5	20,025	140,291	5,050	19,657
East Main Street ⁶	[1.47]	7	10,315	34,784	908	5,282
Fifth Avenue (New Rochelle).....	2.07	5	25,073	105,495	3,798	15,933
Broadview—Hudson Park.....	2.64	6	19,729	101,821	3,800	15,670
Glen Island.....	1.84	6	28,781	107,559	4,000	15,667
New Rochelle—Subway ⁵	5.26	16	48,197	513,540	19,465	63,639
Tuckahoe.....	4.25	5	20,651	180,714	6,506	21,366
Webster Avenue.....	1.76	4	26,600	94,529	3,541	13,728
Gramatan Avenue.....	1.82	3	26,303	90,764	3,415	13,754
Miscellaneous.....						
Total ⁵.....	24.46	68	320,974	1,781,249	65,721	237,326
Total, Bronx Surface.....	106.64	664	(Round) 2,049,411	15,158,613	664,739	2,016,480

^{1,2} See these notes on first double page of this table.³ Exclusive of operation over Third Avenue tracks on 125th Street; see note 3, page 174.⁴ Represents operation of lines of the Yonkers Railroad over Union Railway track in New York City.⁵ Only Mt. Vernon—Subway and New Rochelle—Subway lines enter New York City.

passenger movement by routes, 1930 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANS- FER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- panies				
7,780,332		2,219,721	5	5		10,000,053	\$389,016 60	45.4	\$3 54
11,048,421		2,958,390	3	6		14,006,811	552,421 05	56.4	4 49
2,211,340		366,476	1	2		2,577,816	110,567 00	48.9	3 47
5,422,743		1,183,266	5	3		6,606,009	271,137 15	52.5	4 13
8,891,897		2,247,684		4		11,139,581	444,594 85	79.6	5 26
16,921						16,921	846 05		
35,337,812		8,975,537	14	20		44,313,349	\$1,766,890 60	56.3	\$4 26
11,167,093		4,674,783		9		15,841,876	\$558,354 65	52.3	\$4 16
9,031,164		3,086,679	8	3		12,117,843	\$451,558 20	53.8	\$3 99
10,349,778		3,471,094	8	3		13,820,872	517,488 90	53.7	4 19
12,357,625		4,776,423	6	4		17,134,048	617,881 25	56.5	4 33
3,030,988		994,200	3	1		4,025,188	151,549 40	49.5	3 05
291,619		49,642	1	1		341,261	14,580 95	24.5	1 83
1,587,651		759,004	3	1		2,346,655	79,382 55	42.5	3 06
8,121,827		2,339,445	5	2		10,461,272	406,091 35	64.0	4 59
78,602		29,506	2	4		108,108	3,930 10	13.3	1 01
1,955,018		903,626	5	2		2,858,644	97,750 90	30.4	2 74
13,230,054		3,936,760	7	4		17,166,814	661,502 70	52.7	4 44
5,148,715		1,773,050	2	2		6,921,765	257,435 75	73.2	4 66
10,820,446		2,923,454	5	2		13,743,900	541,022 30	74.7	4 80
3,438,012		1,065,261	2	1		4,503,273	171,900 60	38.5	3 59
1,761,952		908,074	4	1		2,670,026	88,097 60	42.1	2 89
792,124		554,799	1			1,346,923	39,606 20	38.6	2 87
12,078,376		4,338,819	8	4		16,417,195	603,918 80	53.8	3 73
53,128		37,724	1			90,852	2,656 40	6.8	0 38
4,104,557						4,104,557	205,227 85	54.3	4 34
1,003,290						1,003,290	50,164 50	45.1	3 69
52,759						52,759	2,637 95		
99,182,167		31,947,560	71	35		131,129,727	\$4,959,108 35	54.1	\$4 03
1,925,200		342,431	2	2		2,267,631	\$96,260 00	56.1	\$4 17
1,163,786		244,089	2	1		1,407,875	58,189 30	36.5	2 92
264,395		63,520	3			327,915	13,219 75	16.4	1 37
764,967		137,748	5	1		902,715	38,248 35	27.3	1 95
353,019		19,446	3			372,465	17,650 95	50.7	3 34
770,985		96,107	2	1		867,092	38,549 25	36.5	2 42
678,903		100,170	3	1		779,073	33,945 15	33.3	2 17
594,258		137,084	2	1		731,342	29,712 90	27.6	1 90
5,015,362		596,949	7	3		5,612,311	250,768 10	48.8	3 94
1,100,743		114,878	2	2		1,215,621	55,037 15	30.5	2 58
711,359		120,122	2	1		831,481	35,567 95	37.6	2 59
670,532		189,266	2	1		859,798	33,526 60	36.9	2 44
* 5,106						* 5,106	* 255 30		
14,018,615		2,161,810	35	14		16,180,425	\$700,930 75	39.4	\$2 95
159,705,687		47,759,690	120	78		207,465,377	\$7,985,284 35	52.7	\$3 96

* Discontinued operation November 2, 1929.

* On a yearly basis, 2.

* Consists of 15,631 5-cents transfer passengers, \$781.55 and a credit of \$526.25 for 10,525 cash fares returned.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maxi- mum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
BROOKLYN SURFACE BROOKLYN & QUEENS TRANSIT ³						
Avenue C *	0.61	2	(Single) 91,764	55,131	1,764	11,826
Bushwick Avenue *	3.23	11	123,229	377,441	12,261	56,026
Brooklyn Bridge *	1.14	3	57,650	65,222	2,087	9,777
Bergen Street **	9.21	35	238,595	1,447,773	70,734	187,257
Broadway ***	6.29	25	163,138	917,974	32,955	126,204
Church Avenue **	6.39	42	258,617	1,607,217	78,185	198,600
Coney Island Avenue ***	5.83	17	175,444	918,413	31,667	94,043
Calvary Cemetery *	1.38	8 ³	36,812	50,534	1,466	9,055
Court Street *	3.15	23	262,278	697,951	35,088	100,825
Crosstown & 58th Street *	7.36	68	360,334	1,871,115	91,231	265,221
Cypress Hills *	1.72	3	59,630	100,179	3,358	14,844
DeKalb & Coney Island Avenues ****	16.01	53	361,789	1,724,804	100,340	235,612
Eighth Avenue **	2.72	15	178,438	432,804	14,965	63,820
86th Street **	6.78	16	119,445	719,137	30,801	81,105
Franklin Avenue ****	11.00	32	235,780	1,123,133	59,766	138,087
Fulton Ferry Shuttle **** ⁶	0.42	1	14,006	5,934	190	1,823
Fifth Avenue *	7.27	42	308,477	1,717,805	83,349	210,121
Fifteenth Street *	2.97	10	108,678	316,150	10,228	45,346
Flathush Avenue *	9.52	72	393,592	2,283,664	114,183	306,190
Flathush-Bergen Beach *	1.68	2	57,902	84,114	2,692	11,822
Flushing Avenue *	6.72	30	159,446	1,041,164	52,406	121,984
Flushing — Ridgewood *	7.87	26	167,365	1,137,895	57,678	124,659
Fulton Street *	5.94	30	175,788	989,101	47,645	134,349
Gates Avenue *	6.57	47	305,015	1,537,053	84,283	207,769
Graham Avenue *	6.84	52	250,494	1,353,128	64,892	180,844
Grand Street *	6.26	21	171,753	701,357	23,923	89,780
Grand Street Shuttle *	1.03	1	16,043	17,944	575	4,021
Greenpoint *	3.37	11	52,038	202,316	6,475	27,336
Holy Cross Shuttle *	0.33	1	17,774	7,631	246	2,295
Hoyt — Sackett Streets **	4.04	9	90,145	364,127	12,380	49,109
Hamilton Avenue *	3.93	29	222,716	774,537	40,817	101,605
Junction Avenue *	2.40	10	157,567	335,246	11,544	44,182
Jamaica Avenue ***	6.31	30	195,928	1,235,965	42,322	148,472
Lorimer Street *	6.14	26	173,692	919,908	45,998	127,039
Meeker Avenue *	1.27	3	81,856	103,091	3,299	16,560
Myrtle Avenue *	6.21	26	175,996	726,431	34,492	100,906
Marcy Avenue *	2.78	8	112,834	296,026	9,473	43,916
Metropolitan Avenue **	7.89	29	221,736	1,172,640	56,244	130,524
Ninth Street — Hamilton Ferry *	0.98	2	42,481	43,700	1,398	7,204
Nostrand Avenue *	5.85	37	259,245	1,268,911	63,446	167,080
Nostrand Avenue Shuttle *	2.20	9	183,319	397,743	21,051	44,523
Nassau Avenue *	1.02	10	217,587	213,339	6,827	42,021
New Lots Avenue **	1.74	10	198,396	345,217	11,051	49,372
Ocean Avenue **	6.75	18	231,355	940,149	31,917	101,609
Carried forward	—	949	7,486,167	32,641,114	1,507,692	4,234,563

*.**** Formerly operated (see note 3) by:

* Brooklyn City Railroad;

** Nassau Electric Railroad;

*** Brooklyn, Queens Co. & Sub. Railroad;

**** Coney Island & Brooklyn Railroad.

^{1,2} See these notes on first double page of this table.

³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

⁴ Formerly jointly operated by Coney Island & Brooklyn and Nassau Electric. Local operation of this Brooklyn Bridge line was discontinued April 7, 1930. Figures shown here include also local bridge passengers of the lines operating over The Bridge.

⁵ Operation discontinued January 25, 1930; see note 8 on following double page.

⁶ Operation discontinued April 7, 1930.

⁷ Operation begun October 1, 1929.

⁸ On a yearly basis, 2.

⁹ Unless otherwise specified; 7-cent fares referred to in the following notes are reported as 5-cent passengers purchasing 2-cent transfers.

passenger movement by routes, 1930 — Continued

NUMBER OF PASSENGERS		TRANSFERS			Revenue and transfer passengers combined	PASSENGER RECEIPTS			
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —			Amount	Per car mile (cents)	Per car hour	
			Respondent	Associated companies	Foreign companies				
	(At 3 cents) ⁹	(21)							
595,163	55,282	132,363	1			782,808	\$31,416 61	57.0	\$2 70
2,194,446	62,872	83,811	4			2,341,129	111,608 46	29.6	1 99
	¹⁰ 1,272,688					1,272,688	31,920 70	48.9	3 26
11,075,967	¹¹ 1,611,905	1,687,436	25			14,375,308	654,498 26	45.2	3 50
5,063,781	¹² 478,259	200,032	16	²² 1		5,742,072	275,538 10	30.0	2 18
17,025,718	413,957	275,003	2			17,714,678	863,704 61	53.7	4 35
5,342,639	¹³ 450,970	99,787	1			5,893,396	284,652 53	31.0	3 03
317,814	11,656					329,470	16,240 38	32.1	1 79
7,924,294	90,018	499,843	10			8,514,155	398,915 24	57.2	3 96
22,017,834	298,877	774,552	10			23,091,263	1,109,858 01	59.3	4 18
446,022	13,004		1			459,026	22,691 22	22.7	1 53
16,171,578	¹⁴ 2,429,681	1,823,802	39			20,425,061	954,303 77	55.3	4 05
3,209,376	141,382	559,699	1			3,910,457	164,710 26	38.1	2 58
4,405,297	217,064	95,972	2			4,718,333	226,776 77	31.5	2 80
9,188,631	¹⁵ 1,313,293	1,016,362	14			11,518,286	539,484 82	48.0	3 91
4,669	1					4,670	233 48	3.9	0 13
17,089,712	¹⁶ 1,732,795	1,658,723	11	²³ 1		20,481,230	951,239 73	55.4	4 53
1,530,988	¹⁷ 362,007	232,117	8			2,125,112	96,962 71	30.7	2 14
21,251,809	829,194	1,543,439	22			23,624,442	1,087,466 27	47.6	3 55
127,365	39,985	69,017	1			236,367	7,567 80	9.0	0 64
8,992,240	168,827	313,328	7			9,474,395	454,676 81	43.7	3 73
9,243,399	292,801	622,061	4			10,158,261	470,953 98	41.4	3 78
8,440,811	251,750	265,891	10			8,958,452	429,593 05	43.4	3 20
15,969,692	347,880		9			16,317,572	808,921 00	52.6	3 89
13,352,122	220,666	573,083	6			14,145,871	674,226 08	49.8	3 73
4,211,883	176,947	139,069	5			4,527,899	215,902 56	30.8	2 40
30,858	954		1			31,812	1,571 52	8.8	0 39
751,006	5,795	95,049	10			851,850	37,724 15	18.6	1 38
33,666	1,336					35,002	1,723 38	22.6	0 75
2,207,577	¹⁸ 260,777	194,316	11			2,662,670	125,974 80	34.6	2 57
5,437,891	167,423	385,643	3			5,990,957	276,917 24	35.8	2 73
3,100,510	133,799	507,415	2			3,741,724	159,039 47	47.4	3 60
9,461,306	528,359					9,989,665	488,916 07	39.6	3 29
8,048,107	218,634	493,788	4			8,760,529	408,964 37	44.5	3 22
795,217	12,583	115,302	2			923,102	40,138 34	38.9	2 42
6,355,323	144,854		8			6,500,177	322,111 77	44.3	3 19
1,567,637	¹⁹ 130,404	87,702	4			1,785,743	85,802 05	29.0	1 95
8,908,603	240,782					9,149,385	452,653 61	38.6	3 47
66,399	²⁰ 842	25	5			67,266	3,346 21	7.7	0 46
15,003,736	452,613	638,812	5			16,095,161	763,765 19	60.2	4 57
3,485,759	168,041	646,485	2			4,299,285	179,329 18	45.1	4 03
1,996,621	40,462	1,546,485	5			3,583,568	101,044 91	47.4	2 40
3,071,971	98,542	679,323	2			3,849,836	156,554 81	45.3	3 17
5,505,626	219,029	259,950	1			5,984,605	281,852 17	30.0	2 77
281,021,063	16,108,990	18,314,685	274	2		315,444,738	14,771,492 45	—	—

¹⁰ Of these, 1,251,988 were at 2½ cents.¹¹ Of these, 1,308,569 were at 7 cents.¹² Of these, 200,032 were at 7 cents.¹³ Of these, 99,787 were at 7 cents.¹⁴ Of these, 23,528 were at 2½ cents and 1,823,802 at 7 cents.¹⁵ Of these, 1,016,362 were at 7 cents.¹⁶ Of these, 1,119,257 were at 7 cents.¹⁷ Of these, 53,681 were at 3½ cents and 232,117 at 7 cents.¹⁸ Of these, 194,316 were at 7 cents.¹⁹ Of these, 87,702 were at 7 cents.²⁰ Of these, 25 were at 7 cents.²¹ Consists of free and 2-cent transfers collected. Excludes continuing trip transfers which were formerly included by the merged companies.²² Transfer point to the Broadway Elevated Line of the New York Rapid Transit at the Marcy Avenue station.²³ Transfer point to the Fourth Avenue Subway Line of the New York Rapid Transit at the 86th Street station.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
BROOKLYN SURFACE—Concluded						
BROOKLYN & QUEENS TRANSIT³— Concluded			(Single)			
Carried Forward		949	7,486,167	32,641,114	1,507,692	4,234,563
Park Avenue ..	5.24	13	83,620	355,011	11,360	49,623
Park Circle Subway ⁴ ..	2.16	94	29,313	60,531	1,937	8,156
Putnam Avenue ..	6.79	44	334,479	1,554,676	78,318	202,161
Richmond Hill ..	4.22	34	332,118	1,176,578	58,828	141,578
Reid Avenue ***	4.89	29	239,010	1,079,458	51,558	143,521
Ralph — Rockaway Avenue ***	5.54	32	223,510	1,190,547	58,306	160,142
Ralph Avenue Shuttle ***	1.42	6	121,552	174,985	5,600	30,471
Rockaway Parkway ***	2.08	1	43,488	43,626	1,401	6,343
Seventh Avenue **	3.29	22	215,368	614,462	32,890	99,537
St. Johns Place ..	4.80	28	240,757	935,248	54,216	128,441
Summer Avenue ***	3.03	12	132,504	401,560	13,659	60,296
Sea Gate *****	3.15	10	137,491	389,351	13,120	50,710
Smith Street ****	10.50	34	250,816	1,183,450	62,091	157,052
65th Street — Bay Ridge *	4.94	24	277,251	909,456	48,176	109,888
65th Street — Fort Hamilton *	3.97	8	116,739	235,175	7,431	29,839
Third Avenue *	4.96	19	146,738	577,792	18,133	77,155
Tompkins Avenue *	4.60	23	232,265	895,474	46,448	118,711
Utica Avenue ***	3.54	16	184,804	600,914	21,099	73,566
Union Street **	3.53	14	121,544	418,447	13,410	55,490
Union Street Bus ⁵ ..			7,596	10,700	404	1,541
Union Avenue *	4.96	16	109,400	461,257	18,061	68,944
Vanderbilt Avenue **	4.17	28	204,156	779,115	26,648	112,023
West End **	5.59	14	118,560	606,263	24,231	68,340
Wilson Avenue **	8.06	30	186,986	1,093,854	52,437	137,484
Sixteenth Avenue (90.5%) ⁷	4.33	6	74,893	274,159	11,989	34,054
Greenpoint Avenue Bus ⁶ ..	2.45	96	46,908	109,809	3,454	12,687
Total.....	223.29	1,418	11,698,033	48,773,022	2,242,897	6,372,316
SOUTH BROOKLYN						
Gravesend Avenue.....	5.67	14	123,907	702,028	25,213	68,030
Norton's Point.....	1.83	18	488,437	527,829	17,862	80,101
Sixteenth Avenue (9.5%) ⁷ ..	4.33	1	6,858	27,594	1,221	3,401
Total.....	7.50	33	619,202	1,257,451	44,296	151,532
DEPARTMENT OF PLANT AND STRUCTURES						
Williamsburg Bridge Line.....	1.60	19	178,672	576,229	20,684	61,199
MANHATTAN BRIDGE THREE CENT LINE²⁷						
Manhattan Bridge.....	6 [2.01]	28 11	38,068	152,613	7,325	18,473
VAN BRUNT ST. & ERIE BASIN, RECEIVER³⁰						
Hamilton Ferry to Columbia Street.....	[1.39]	95	15,668	42,832	1,094	6,776
BUSH TERMINAL						
Seventh Ave. & 28th St. to First Ave. & 58th St.....	1.59	1	6,792	12,303	492	6,792
Total, Brooklyn Surface.....	233.98	1,478	6,397,818	50,814,450	2,316,788	6,617,088

*—**** Formerly operated (see note 3 on preceding double page) by:

* Brooklyn City Railroad;

** Nassau Electric Railroad;

*** Brooklyn, Queens Co. & Sub. Railroad;

**** Coney Island & Brooklyn Railroad;

***** Coney Island & Gravesend Railway.

1, 2 See these notes on first double page of this table.

3 See this note on preceding double page.

4 Operation begun October 1, 1929.

5 Operated only during the winter months; resumed operation September 30, 1929, discontinued May 10, 1930.

6 Temporary operation by buses of 1.35 miles of the Union Street Line was begun June 9, 1930.

7 Operation begun October 1, 1929. This line is operated jointly by the Brooklyn & Queens Transit and the South Brooklyn.

8 Operation begun January 26, 1930 as a continuation and extension of the Calvary Cemetery Line.

9 On a yearly basis, 3.

10 Of these, 124,246 were at 7 cents.

11 Of these, 328,687 were at 7 cents.

12 Of these, 627,653 were at 7 cents.

13 Of these, 94,358 were at 7 cents.

14 See note 9 on preceding double page.

15 Of these, 728,109 were at 7 cents.

16 Of these, 311,993 were at 7 cents.

17 Of these, 249,146 were at 7 cents.

passenger movement by routes, 1930 — Continued

NUMBER OF PASSENGERS		TRANSFERS			Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —			Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies			
(At 3 cents) ¹⁰		(28)						
281,021,068	16,108,990	18,314,685	274	2	315,444,738	\$14,771,492 45		
1,154,153	11 180,287	124,246	22		1,458,686	68,086 10	19.2	\$1 37
272,036	9,968				282,004	13,900 84	23.0	1 70
13,929,666	382,479		9		14,312,145	707,957 67	45.5	3 50
12,287,032	467,215				13,754,247	678,368 05	57.7	4 79
12,086,593	12 1,187,162	728,109	11		14,001,864	669,068 87	62.0	4 66
10,631,038	13 554,272	724,697	9		11,910,007	561,327 54	47.1	3 51
1,644,121	43,355	541,016	1		2,228,492	83,506 70	47.7	2 74
171,939	4,227	59,879	1		236,045	8,723 76	20.0	1 38
6,860,835	14 518,602	311,993	18		7,691,430	371,079 53	60.4	3 73
8,426,781	15 859,858	973,423	21		10,260,072	472,240 91	50.5	3 68
3,138,531	16 337,380	249,146	10		3,725,057	177,013 79	44.1	2 94
2,521,508	17 282,197	94,358	4		2,898,063	138,315 63	35.5	2 73
10,129,348	18 1,294,983	774,859	23		12,199,190	575,821 41	48.7	3 67
6,633,483	318,332	52,235			7,004,050	341,224 11	37.5	3 11
1,363,410	82,747	38,233		24 1	1,484,390	70,652 91	30.0	2 37
3,395,214	116,422		5		3,511,636	173,253 36	30.0	2 25
10,085,712	378,122	517,947	4		10,981,781	515,629 26	57.6	4 34
4,074,928	170,816		1		4,245,744	208,870 88	34.8	2 84
2,483,770	19 239,836	133,097	4		2,856,703	136,707 46	32.7	2 46
71,754	20 2,635	2,054			76,443	3,748 91	35.0	2 43
2,877,589	88,675	133,576	2		3,099,840	146,539 70	31.8	2 13
5,693,890	21 722,200	463,575	18		6,879,665	324,903 50	41.7	2 90
3,871,189	210,447		1		4,081,636	199,872 86	33.0	2 92
9,799,898	22 818,523	1,148,913	8		11,767,334	535,381 31	48.9	3 89
1,802,047	68,382				1,870,429	92,153 80	33.6	2 71
576,830	8,110				584,940	29,084 80	26.5	2 29
418,004,358	25,456,222	25,386,051	446	3	468,846,631	\$22,074,926 11	45.3	\$3 46
(At 3 cents)								
3,525,247		34,522	1		3,559,769	\$176,262 34	25.1	\$2 59
7,327,252		278,296	1		7,605,548	366,362 67	69.4	4 57
186,494	7,068				193,562	9,536 73	34.6	2 80
11,038,993	7,068	312,818	2		11,358,879	\$552,161 74	43.9	\$3 64
(At 2 cents)								
	25 14,686,169				14,686,169	26 \$293,731 63	51.0	\$4 80
(At 2½ cents)								
	29 3,090,890				3,090,890	\$77,871 09	51.0	\$4 22
(At 4 cents)								
	31 358,589				358,589	32 \$12,198 89	28.5	\$1 80
(At 2 cents)								
	3,296				3,296	\$65 92	0.5	\$0 01
429,043,351	33 43,602,234	25,698,869	448	3	498,344,454	\$23,010,955 38	45.3	\$3 48

¹⁸ Of these, 40,056 were at 2½ cents, 32,748 at 3½ cents and 763,526 at 7 cents.¹⁹ Of these, 133,097 were at 7 cents.²⁰ Of these, 2,054 were at 7 cents.²¹ Of these, 463,575 were at 7 cents.²² Of these, 520,768 were at 7 cents.²³ See note 21 on preceding double page.²⁴ Transfer point to the Fourth Avenue Subway Line of the New York Rapid Transit at 86th Street Station.²⁵ Includes 28 at 1½ cents.²⁶ Includes \$8.34 shortages for prior years collected from agents.²⁷ Operation discontinued November 13, 1929.²⁸ On a yearly basis, 4.²⁹ Includes 119,768 at 3 cents.³⁰ Operation discontinued December 14, 1929.³¹ Of these, 440 represent tickets collected at the rate of 8 for 25 cents, and 88,866 joint fare passengers with the Brooklyn & Queens Transit at 1½ cents.³² Includes \$89.60 for transfers issued for use on Brooklyn & Queens Transit which were not used; tickets sold 8 for 25 cents amounted to \$4.98, altho respondent reports 440 collected.³³ Includes a duplication of 86,429 representing joint passengers of the Van Brunt St. & Erie Basin with the Brooklyn & Queens Transit.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars operated per day ²	Regular passenger car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
QUEENS SURFACE						
NEW YORK & QUEENS COUNTY, RECEIVERS			(Round)			
Jackson Avenue.....	4.08	13	50,466	534,633	18,316	59,234
College Point and Jamaica.....	8.43	21	62,128	943,203	42,444	112,933
Calvary.....	4.78	12	48,944	425,258	18,286	45,174
Total.....	17.29	46	161,538	1,903,094	79,046	217,341
STEINWAY RAILWAYS, RECEIVERS			(Round)			
Jackson Avenue.....	2.85	13	45,161	261,105	10,136	32,851
Steinway Avenue.....	4.51	36	105,394	954,963	45,669	111,542
Dutch Kills.....	4.23	14	34,336	288,664	11,164	34,348
Flushing Avenue.....	1.87	8	37,411	134,944	5,240	18,633
Ravenswood.....	2.94	19	40,986	244,442	9,623	32,138
Broadway.....	2.26	11	46,293	214,964	8,326	27,430
Fares returned (deduct).....						
Total.....	14.84	101	309,581	2,099,082	90,158	256,942
JAMAICA CENTRAL			(Round)			
Liberty Avenue — Belmont Park.....	6.83	26	122,216	948,213	38,553	130,478
Jamaica — Far Rockaway.....	9.06	12	42,739	519,739	23,470	58,027
Total.....	15.89	38	164,955	1,467,952	62,023	188,505
MANHATTAN & QUEENS			(Round)			
Queens Boulevard.....	10.69	28	48,771	1,093,072	56,293	106,177
Queensborough Bridge (Industrial Center).....	2.09	(13)	2,420	10,137	522	1,049
Total.....	10.83	28	51,191	1,103,209	56,815	107,226
Total, Queens surface.....	58.85	213	(Round) 687,265	6,573,337	288,042	770,014
RICHMOND SURFACE						
RICHMOND RAILWAYS			(Round)			
Main Line — north (Elizabethport Ferry).....	6.89	12	39,181	534,884	22,093	57,913
Main Line — south (South Beach).....	3.97	8	42,021	339,162	14,501	42,144
Bull's Head.....	2.94	2	19,939	123,927	4,468	14,018
Jersey Street.....	1.87	3	27,840	100,936	3,700	15,152
Castleton Avenue.....	3.59	10	38,285	274,282	11,747	38,182
Silver Lake.....	2.68	4	27,889	147,393	6,247	18,228
Total.....	19.44	39	195,155	1,520,584	62,756	185,637
SOUTHFIELD BEACH			(Round)			
South Beach — Midland Beach ¹¹	1.57	12 ²	6,160	19,369	859	2,231
Total, Richmond surface.....	21.01	40	(Round) 201,315	1,539,953	63,615	187,868
Total, street surface lines.....	530.04	3,396	(Round) 12,348,124	97,775,083	4,315,969	13,594,686
Grand total.....	749.40	9,214	(Round) 26,876,209	436,693,020	23,577,141	35,504,260

^{1, 2} See these notes on first double page of this table.³ Unless otherwise specified.⁴ Of these, 13,148 were 2½ cents.⁵ Of these, 126,763 were at 3 cents and 6,816 at 7½ cents.⁶ Of these, 118,315 were at 3 cents and 7,682 at 7½ cents.⁷ Of these, 123,336 were at 3 cents and 78 at 7½ cents.⁸ Of these, 19,037 were at 3 cents and 392 at 7½ cents.⁹ Of these, 60,311 were at 3 cents and 2,390 at 7½ cents.

passenger movement by routes, 1930 — Concluded

NUMBER OF PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANS- FER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- pani s				
	(At 6 cents)								
	2,555,652	214,531	1			2,770,183	\$153,339 08	28.7	\$2 59
	7,909,552	194,219	1			8,103,771	474,573 22	50.3	4 20
	2,924,501					2,924,501	175,470 02	41.3	3 88
	13,389,705	408,750	2			13,798,455	\$803,382 32	42.2	\$3 70
1,327,069		298,545	3			1,625,614	\$66,353 45	25.4	\$2 02
8,787 233		810,968	6			9,598,201	439,361 65	46.0	3 94
1,513,323		103,991	5			1,617,314	75,666 15	26.2	2 20
986,654		240,020	3			1,226,674	49,332 70	36.6	2 65
1,712,838		383,918	3			2,096,756	85,641 90	35.0	2 66
1,532,827		277,658	4			1,810,485	76,641 35	35.7	2 79
9,509						9,509	475 45		
15,850,435		2,115,100	24			17,965,535	\$792,521 75	37.8	\$3.08
9,284,000		97,233	1			9,381,233	\$464,200 00	49.0	\$3 56
3,984,921		74,817	1			4,059,738	199,246 05	38.3	3 43
13,268,921		172,050	2			13,440,971	\$663,446 05	45.2	\$3.52
10,115,699	(At 3 cents) ³ 9,272					10,124,971	\$506,063 11	46.3	\$4.77
	13,395					13,395	336 11	3.3	0 32
10,115,699	22,667					10,138,366	\$506,399 22	45.9	\$4 72
39,235,055	13,412,372	2,695,900	28			55,343,327	\$2,765,749 34	42.1	\$3 59
	(At 8 cents) ³								
	⁵ 2,687,998	379,859	4			3,067,857	\$208,667 64	39.0	\$3 60
	⁶ 2,382,553	273,953	2			2,656,506	184,650 08	54.4	4 38
	⁷ 540,365	130,587	1			670,952	37,062 01	29.9	2 64
	⁸ 482,072	97,005	3			579,077	37,611 95	37.3	2 48
	⁹ 1,838,727	251,134	5			2,089,861	144,070 66	52.5	3 77
	¹⁰ 460,959	43,724	3			504,683	35,195 11	23.9	1 93
	8,392,674	1,176,262	18			9,568,936	\$647,257 45	42.6	\$3 49
203,626						203,626	\$10,181 30	52.6	\$4 56
203,626	8,392,674	1,176,262	18			9,772,562	\$657,438 75	42.7	\$3 50
885,441,990	¹² 75,061,893	94,530,228	735	112	12	1,055,034,111	\$47,740,048 56	48.8	\$3 51
2,933,986,515	¹³ 75,061,893	94,738,305	918	116	12	3,103,786,713	\$150,167,274 81	34.4	\$4 23

¹⁰ Of these, 33,591 were at 3 cents and 405 at 7½ cents.¹¹ Summer line; operation suspended from September 29, 1929 to May 25, 1930.¹² On a yearly basis, 1.¹³ Includes the duplication of 2,507,715 joint fare passengers, of which 2,361,637 represent joint passengers of the Belt Line with the Third Avenue and 42d St., Manh. & St. N. Ave.; 59,649, of the New York Railways with the Eighth & Ninth Avenues and 86,429, of the Van Brunt St. & Erie Basin with the Brooklyn & Queens Transit.

TABLE VIII. OPERATING RATIOS,

OPERATING STREET RAILWAYS	Revenue car miles (Table IV)	REVENUE PER CAR MILE (Cents)	
		From transportation	Other operating revenues
RAPID TRANSIT			
Interborough Rapid Transit.....	243,526,472	27.39	2.33
Subway division.....	169,683,600	29.07	2.34
Elevated division.....	73,842,872	23.53	2.31
New York Rapid Transit (B.-M. T.).....	104,422,249	34.21	1.33
Total.....	347,948,721	29.44	2.03
MANHATTAN SURFACE			
Third Avenue Railway System Companies in Manhattan:			
Third Avenue.....	4,534,934	57.84	^a 46.21
Belt Line.....	352,088	73.52	14.79
Dry Dock, E. B'way & B.....	1,330,724	41.85	6.32
42d St., Manh. & St. N. Ave.....	2,826,619	69.66	1.93
Third Avenue Ry. System Cos. in Man.....	9,044,365	59.79	25.28
Other Manhattan Companies:			
Second Avenue.....	1,853,068	38.32	8.28
New York Railways.....	8,969,957	60.08	5.07
Eighth & Ninth Avenues, Receiver.....	2,084,595	45.11	2.07
New York & Harlem.....	1,964,651	44.47	1.28
Other Manhattan Companies.....	14,872,271	53.21	4.55
Total.....	23,916,636	55.70	12.39
BRONX SURFACE			
Third Avenue Railway System Companies in Bronx:			
New York City Interborough.....	3,168,210	56.00	0.86
Southern Boulevard.....	1,073,639	52.23	0.54
Union.....	9,229,757	53.97	1.70
Westchester Electric.....	1,781,408	39.36	4.27
Total.....	15,253,014	52.56	1.74
BROOKLYN SURFACE			
Brooklyn & Queens Transit ¹	49,080,977	44.98	1.13
South Brooklyn.....	1,327,742	^a 64.49	13.61
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	576,229	50.97	0.61
Manhattan Bridge Three Cent Line (to Nov. 13, 1929) ..	154,033	50.55	1.02
Van Brunt St. & Erie Basin, Receiver (to Dec. 14, 1929) ..	42,832	28.48	.....
Bush Terminal.....	18,060	^a 1,296.96	.....
Total.....	51,199,873	45.99	1.44
QUEENS SURFACE			
New York & Queens County, Receivers.....	1,924,761	41.75	^a 6.21
Steinway Railways, Receivers.....	2,099,112	37.76	0.30
Jamaica Central.....	1,473,482	45.04	0.42
Manhattan & Queens.....	1,109,774	45.64	0.22
Total.....	6,607,129	41.87	2.03
RICHMOND SURFACE			
Richmond Railways.....	1,520,617	42.57	0.34
Southfield Beach.....	19,369	52.56	3.25
Total.....	1,539,986	42.70	0.38
Total, street surface lines.....	98,516,638	49.04	4.17
Grand total.....	446,465,359	33.76	2.50

¹ Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the year and overstate income by a corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses adjusted to provide for such maintenance expenditures as are not included in operating expenses by these companies.

1930: (A) Per car mile

OPERATING EXPENSES PER CAR MILE (Cents)							Taxes per car mile (cents)
Main- tenance ¹	OPERATION OF		Injuries and damages	Traffic expenses	General and miscel- laneous expenses	Total ¹	
	Power plant	Cars					
7.15	2.69	7.11	0.73	0.00	0.96	18.64	1.04
7.13	3.35	5.96	0.76	0.00	0.80	18.00	0.32
7.21	1.19	9.73	0.65	0.00	1.34	20.12	2.67
7.64	5.00	7.67	0.75	0.01	0.88	21.95	1.99
7.30	3.39	7.27	0.73	0.00	0.94	19.63	1.32
¹ 21.66	³ 20.07	21.88	3.66	.....	3.15	¹ 70.42	7.13
22.39	8.07	29.24	3.16	.....	4.33	67.19	14.93
¹ 15.47	6.41	20.31	3.97	.....	2.06	¹ 48.22	3.26
¹ 15.21	5.78	28.37	4.46	.....	2.52	¹ 56.34	3.41
18.76	13.13	23.96	3.94	.....	2.84	62.63	5.70
¹ 14.05	8.85	13.70	1.75	.....	4.53	¹ 42.88	4.72
15.02	5.42	23.90	4.81	.....	4.01	53.16	5.04
15.91	7.89	16.67	0.63	.....	3.89	44.99	3.31
14.32	10.47	20.53	4.12	.....	3.85	53.29	2.38
14.93	6.66	21.17	3.75	.....	4.04	50.75	4.41
16.38	9.23	22.23	3.82	.....	3.58	55.24	4.90
¹ 13.28	3.96	15.11	4.46	.....	1.99	¹ 38.80	3.29
¹ 10.82	4.38	16.67	4.10	.....	1.88	¹ 37.85	2.90
¹ 13.20	5.94	17.88	3.64	.....	2.03	¹ 42.69	3.67
10.49	4.89	13.13	1.52	.....	1.98	32.01	1.68
12.73	5.29	16.67	3.60	.....	2.00	40.29	3.30
9.94	4.57	17.15	2.79	0.01	1.70	36.16	2.53
13.72	1.50	26.67	3.34	0.00	2.96	48.19	11.23
17.19	5.47	17.36	1.56	.....	1.73	43.31	.....
10.82	5.89	23.22	2.09	.....	8.79	50.81	7.10
5.32	4.63	18.99	.....	.....	1.49	30.43	1.41
155.51	30.91	393.59	.....	.....	172.83	752.84	102.06
10.17	4.51	17.55	2.79	0.01	1.81	36.84	2.77
15.99	³ 9.10	11.93	2.92	0.04	3.64	43.62	1.69
14.65	6.73	13.96	2.64	.....	1.79	39.77	1.27
11.89	5.06	12.52	3.81	0.03	4.43	37.74	2.22
10.42	7.29	13.71	1.25	0.02	5.82	38.51	0.95
13.72	7.14	13.01	2.75	0.02	3.59	40.23	1.55
11.41	6.54	14.36	3.08	0.05	4.02	39.46	1.69
10.55	6.25	14.78	8.87	.....	3.45	43.90	6.47
11.40	6.53	14.37	3.16	0.05	4.01	39.52	1.75
¹ 12.33	5.99	18.20	3.17	0.00	2.42	¹ 42.11	3.27
¹ 8.41	3.96	9.69	1.27	0.00	1.26	¹ 24.59	1.75

² The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

³ Respondent charges to the account Power Purchased all purchases of power, but credits all sales to Sale of Power. This accounts for the extraordinary ratios.

⁴ Most of respondent's revenue is derived from freight.

TABLE VIII. Operating ratios, 1930:

OPERATING STREET RAILWAYS	Total operating revenues (Table XII)	PER CENT OF		
		Operating		
		Main- tenance ¹	Operation of	
Power plant	Cars			
RAPID TRANSIT				
Interborough Rapid Transit.....	\$72,391,867 17	24.07	9.07	23.91
Subway division.....	53,310,935 22	22.70	10.66	18.99
Elevated division.....	19,080,931 95	27.90	4.61	37.66
New York Rapid Transit (B.-M. T.).....	37,111,694 83	21.49	14.07	21.57
Total.....	\$109,503,562 00	23.19	10.76	23.12
MANHATTAN SURFACE				
Third Ave. Ry. System Cos. in Manhattan:				
Third Avenue.....	\$4,718,689 79	20.82	19.29	21.02
Belt Line.....	310,925 58	25.35	9.14	33.12
Dry Dock, E. B'way & B.....	641,024 33	32.11	13.32	42.16
42d St. Manh. & St. N. Ave.....	2,023,476 46	21.24	8.08	39.63
Third Ave. Ry. Sys. Cos. in Man.....	7,694,116 16	22.05	15.44	28.17
Other Manhattan Companies:				
Second Avenue.....	863,491 09	30.16	18.99	29.41
New York Railways.....	5,843,357 45	23.06	8.32	36.69
Eighth & Ninth Avenues, Receiver.....	983,563 13	33.71	16.71	35.34
New York & Harlem.....	898,705 78	31.30	22.89	44.89
Other Manhattan Companies.....	8,589,117 45	25.85	11.88	36.66
Total.....	\$16,283,233 61	24.06	13.56	32.65
BRONX SURFACE				
Third Ave. Ry. System Cos. in Bronx:				
New York City Interborough.....	\$1,801,331 20	23.35	6.96	26.57
Southern Boulevard.....	566,480 65	20.50	8.30	31.60
Union.....	5,137,851 44	23.71	10.67	32.13
Westchester Electric.....	777,284 21	24.04	11.21	30.10
Total.....	\$8,282,947 50	23.44	9.75	30.69
BROOKLYN SURFACE				
Brooklyn & Queens Transit ²	\$22,627,819 05	21.56	9.91	37.21
South Brooklyn.....	1,036,913 44	17.57	1.92	34.15
Dept. of Pl. & Str. (Williamsburg Bridge Line)....	297,231 63	33.32	10.61	33.66
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	79,441 09	20.98	11.43	45.02
Van Brunt St. & Erie Basin, Receiver (to Dec. 14, 1929).....	12,198 89	18.69	16.26	66.67
Bush Terminal.....	234,230 60	11.99	2.38	30.35
Total.....	\$24,287,834 70	21.44	9.51	37.01
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$923,015 34	33.34	18.98	24.88
Steinway Railways, Receivers.....	798,749 19	38.49	17.70	36.68
Jamaica Central.....	669,894 21	26.16	11.14	27.54
Manhattan & Queens.....	508,919 14	22.73	15.89	29.89
Total.....	\$2,900,577 88	31.24	16.27	29.62
RICHMOND SURFACE				
Richmond Railways.....	\$652,480 99	26.59	15.24	33.47
Southfield Beach.....	10,811 30	18.89	11.20	26.48
Total.....	\$663,292 29	26.47	15.17	33.35
Total, street surface lines.....	\$52,417,885 98	23.18	11.25	34.20
Grand total.....	\$161,921,447 98	23.19	10.92	26.70

¹ Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the year and overstate income by a corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses (and Net Corporate Income) adjusted to provide for such maintenance expenditures as are not included in operating expenses by those companies.

(B) Proportionate disposition of revenue

TOTAL OPERATING REVENUES DEVOTED TO—

Expenses				Taxes	Interest deductions	Rent deductions	Other deductions	Net corporate income for the year ¹	Ratio (per cent) of other income to operating revenues
Injuries and damages	Traffic expenses	General and miscellaneous	Total ¹						
2.44	0.00	3.23	62.72	3.48	15.92	14.50	3.00	0.87	0.49
2.42	0.00	2.53	57.30	1.03	16.69	15.25	3.05	7.19	0.51
2.52	0.01	5.15	77.85	10.35	13.78	12.41	2.86	D 16.81	0.44
2.11	0.02	2.49	61.75	5.60	17.69	0.87	2.24	13.18	1.33
2.33	0.01	2.98	62.39	4.20	16.52	9.89	2.74	5.04	0.78
3.52	.....	3.02	¹ 67.67	6.85	48.42	0.06	0.81	¹ 11.71	35.52
3.57	.....	4.90	76.08	16.91	30.29	12.82	0.94	D 36.80	0.24
8.25	.....	4.27	¹ 100.11	6.76	38.62	11.09	.....	¹ D 56.35	0.23
6.24	.....	3.52	¹ 78.71	4.76	18.54	8.45	0.00	¹ D 10.33	0.13
4.63	.....	3.33	73.62	6.70	39.02	3.70	0.53	D 1.72	21.85
3.75	.....	9.71	¹ 92.02	10.12	1.82	0.13	.....	¹ D 3.65	0.44
7.38	.....	6.15	81.60	7.74	25.47	2.67	5.47	D 20.70	2.25
1.33	.....	8.26	95.35	7.01	8.29	6.87	.....	D 14.07	3.45
9.00	.....	8.41	116.49	5.21	66.22	16.19	.....	55.30	159.41
6.49	.....	6.99	87.87	7.63	25.39	4.31	3.72	D 10.27	18.65
5.61	.....	5.26	81.14	7.19	31.82	4.02	2.22	D 6.23	20.16
7.86	.....	3.51	¹ 68.25	5.78	4.95	8.09	1.86	¹ 13.13	2.06
7.76	.....	3.57	¹ 71.73	5.50	7.16	6.70	0.03	¹ 9.53	0.65
6.54	.....	3.64	¹ 76.69	6.59	11.25	7.03	0.02	¹ 0.84	2.42
3.49	.....	4.53	73.37	3.84	27.86	7.87	.....	D 9.79	3.15
6.63	.....	3.69	74.20	6.08	11.16	7.32	0.42	3.11	2.29
6.05	0.01	3.68	78.42	5.48	6.32	0.41	0.10	11.05	1.78
4.23	0.00	3.79	61.71	14.38	12.20	3.92	.....	10.10	2.31
3.02	.....	3.34	83.95	.....	2.45	.....	.....	16.64	3.04
4.05	.....	17.04	98.52	13.76	.....	.....	2.77	5.11	20.16
.....	.....	5.22	106.84	4.97	5.82	1.76	.....	D 18.13	1.26
.....	.....	13.32	58.04	7.87	31.04	30.77	.....	D 26.95	0.77
5.87	0.01	3.82	77.66	5.84	6.76	0.85	0.10	10.67	1.88
6.09	0.09	7.59	90.97	3.52	29.93	0.17	.....	D 22.77	1.82
6.95	.....	4.70	104.52	3.35	.....	7.95	.....	D 15.33	0.49
8.39	0.06	9.73	83.02	4.89	.....	3.63	.....	9.74	1.28
2.73	0.05	12.69	83.98	2.07	15.73	8.58	.....	D 9.77	0.59
6.27	0.05	8.19	91.64	3.53	12.28	4.59	.....	D 10.93	1.11
7.19	0.12	9.36	91.97	3.95	.....	0.77	.....	4.46	1.15
15.89	.....	6.18	78.64	11.59	17.20	3.58	.....	D 10.69	0.32
7.33	0.12	9.31	91.75	4.07	0.28	0.81	.....	4.22	1.13
5.95	0.01	4.56	¹ 79.15	6.15	15.46	3.06	0.80	¹ 2.95	7.57
3.50	0.01	3.49	¹ 67.81	4.83	16.18	7.68	2.12	¹ 4.36	2.98

² The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co. Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

³ Respondent charges to the account Power Purchased all purchases of power, but credits to Sale of Power all sales to other companies.

TABLE VIII. Operating ratios¹

OPERATING STREET RAILWAYS	Revenue passengers (Table V)	REVENUE PER PASSENGER (Cents)	
		From passengers	Other operating revenues ¹
RAPID TRANSIT			
Interborough Rapid Transit.....	1,334,110,909	5.00	0.43
Subway division.....	986,672,286	5.00	0.40
Elevated division.....	347,438,623	5.00	0.49
New York Rapid Transit (B.-M. T.).....	714,433,616	5.00	0.19
Total.....	2,048,544,525	5.00	0.35
MANHATTAN SURFACE			
Third Avenue Ry. System Companies in Manhattan:			
Third Avenue.....	52,997,499	4.95	⁴ 3.95
Belt Line.....	6,594,335	3.93	0.79
Dry Dock, E. B'wy & B.....	11,138,995	5.00	0.75
42d St., Manh. & St. N. Ave.....	39,784,947	4.95	0.14
Third Ave. Ry. System Cos. in Man.....	110,615,776	4.89	2.07
Other Manhattan Companies:			
Second Avenue.....	14,201,458	5.00	1.08
New York Railways.....	105,897,266	5.09	0.43
Eighth & Ninth Avenues, Reer.....	18,822,224	5.00	0.23
New York & Harlem.....	17,472,160	5.00	0.14
Other Manhattan Companies.....	156,393,108	5.06	0.43
Total.....	266,908,884	4.99	1.11
BRONX SURFACE			
Third Avenue Ry. System Companies in Bronx:			
New York City Interborough.....	35,337,812	5.00	0.10
Southern Boulevard.....	11,167,093	5.00	0.07
Union.....	99,182,167	5.00	0.18
Westchester Electric.....	14,018,615	5.00	0.54
Total.....	159,705,687	5.00	0.19
BROOKLYN SURFACE			
Brooklyn & Queens Transit ³	443,460,580	4.98	0.12
South Brooklyn.....	11,046,061	5.00	⁵ 4.39
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	14,686,169	2.00	0.02
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	3,090,890	2.52	0.05
Van Brunt St. & Erie Basin, Reer. (to Dec. 14, 1929).....	358,589	3.40	.....
Bush Terminal.....	3,296	2.00	(⁶)
Total.....	472,645,585	4.87	0.27
QUEENS SURFACE			
New York & Queens County, Reers.....	13,389,705	6.00	⁴ 0.89
Steinway Railways, Reers.....	15,850,435	5.00	0.04
Jamaica Central.....	13,268,921	5.00	0.05
Manhattan & Queens.....	10,138,366	4.99	0.02
Total.....	52,647,427	5.25	0.26
RICHMOND SURFACE			
Richmond Railways.....	8,392,674	7.71	0.06
Southfield Beach.....	203,626	5.00	0.31
Total.....	8,596,300	7.65	0.07
Total, street surface lines.....	960,503,883	4.97	0.49
Grand total.....	3,009,048,408	4.99	0.39

¹ All street railway operating revenue other than passenger revenue.² Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the year and overstate income by a corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses adjusted to provide for such maintenance expenditures as are not included in operating expenses by these companies.³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co.;

1930: (C) Per revenue passenger

OPERATING EXPENSES PER REVENUE PASSENGER (Cents)							Taxes per revenue passenger (cents)
Maintenance ²	OPERATION OF		Injuries and damages	Traffic expenses	General and miscel- laneous expenses	Total ²	
	Power plant	Cars					
1.31	0.49	1.30	0.13	0.00	0.17	3.40	0.19
1.23	0.58	1.02	0.13	0.00	0.14	3.10	0.06
1.53	0.25	2.07	0.14	0.00	0.29	4.28	0.57
1.12	0.73	1.12	0.11	0.00	0.13	3.21	0.29
1.24	0.57	1.24	0.12	0.00	0.16	3.33	0.22
² 1.86	⁴ 1.72	1.87	0.31	.....	0.27	² 6.03	0.61
1.20	0.43	1.56	0.17	.....	0.23	3.59	0.80
² 1.85	0.77	2.43	0.47	.....	0.24	² 5.76	0.39
² 1.08	0.41	2.01	0.32	.....	0.18	² 4.00	0.24
1.54	1.08	1.96	0.32	.....	0.23	5.13	0.47
² 1.83	1.15	1.79	0.23	.....	0.59	² 5.59	0.62
1.27	0.46	2.02	0.41	.....	0.34	4.50	0.43
1.76	0.87	1.85	0.07	.....	0.43	4.98	0.37
1.61	1.18	2.31	0.46	.....	0.43	5.99	0.27
1.42	0.65	2.01	0.36	.....	0.39	4.83	0.42
1.47	0.83	1.99	0.34	.....	0.32	4.95	0.44
² 1.19	0.36	1.35	0.40	.....	0.18	² 3.48	0.29
² 1.04	0.42	1.60	0.40	.....	0.18	² 3.64	0.28
² 1.23	0.55	1.66	0.34	.....	0.19	² 3.97	0.34
1.33	0.62	1.67	0.20	.....	0.25	4.07	0.21
1.22	0.51	1.59	0.34	.....	0.19	3.85	0.32
1.10	0.50	1.90	0.31	0.00	0.19	4.00	0.28
1.65	0.18	3.20	0.40	0.00	0.36	5.79	1.35
0.67	0.22	0.68	0.06	.....	0.07	1.70	.....
0.54	0.29	1.16	0.10	.....	0.44	2.53	0.35
0.63	0.55	2.27	.....	.....	0.18	3.63	0.17
(⁶)	(⁶)	(⁶)	.....	.....	(⁶)	(⁶)	(⁶)
1.10	0.49	1.90	0.30	0.00	0.20	3.99	0.30
2.30	⁴ 1.31	1.71	0.42	0.01	0.52	6.27	0.24
1.94	0.89	1.85	0.35	.....	0.24	5.27	0.17
1.32	0.56	1.39	0.43	0.00	0.49	4.19	0.25
1.14	0.80	1.50	0.14	0.00	0.64	4.22	0.10
1.72	0.90	1.63	0.35	0.00	0.45	5.05	0.19
2.07	1.18	2.60	0.56	0.01	0.73	7.15	0.31
1.00	0.60	1.41	0.84	.....	0.33	4.18	0.62
2.04	1.17	2.57	0.57	0.01	0.72	7.08	0.31
² 1.27	0.61	1.87	0.32	0.00	0.25	² 4.32	0.34
² 1.25	0.59	1.43	0.19	0.00	0.19	² 3.65	0.26

Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

⁴ Respondent charges to the account Power Purchased all purchases of power, but credits all sales to Sale of Power. This accounts for the extraordinary ratios.

⁵ South Brooklyn derives most of its revenue from freight.

⁶ The Bush Terminal derives most of its operating revenues from freight. Ratios based on revenue passengers would be as follows: Other operating revenue, \$71.04; Maintenance, \$8.52; Operation of power plant, \$1.69; Operation of cars, \$21.57; General and miscellaneous expenses, \$9.47; Total operating expenses, \$41.25; Taxes, \$5.59.

TABLE VIII. Operating ratios,

OPERATING STREET RAILWAYS	Revenue car hours (Table IV)	PER CAR HOUR		
		Revenue from trans- porta- tion	Opera- tion of cars	Total operating expenses ¹
RAPID TRANSIT				
Interborough Rapid Transit.....	14,195,079	\$4 70	\$1 22	\$3 20
Subway division.....	9,543,300	5 17	1 06	3 20
Elevated division.....	4,651,779	3 73	1 54	3 19
New York Rapid Transit (B.-M. T.).....	7,714,607	4.63	1.04	2 97
Total.....	21,909,686	\$4 67	\$1 16	\$3 12
MANHATTAN SURFACE				
Third Ave. Ry. System Companies in Manhattan:				
Third Avenue.....	675,364	\$3 88	\$1 47	¹ \$4 73
Belt Line.....	89,493	2 89	1 15	2 64
Dry Dock, E. B'way & B.....	211,391	2 63	1 28	¹ 3.04
42d St., Manh. & St. N. Ave.....	516,667	3 81	1 55	¹ 3 08
Third Ave. Ry. System Cos. in Man..	1,492,916	3 62	1 45	3 79
Other Manhattan Companies:				
Second Avenue.....	282,984	2 51	0 90	¹ 2 81
New York Railways.....	1,562,218	3 45	1 37	3 05
Eighth & Ninth Avenues, Recr.....	317,987	2 96	1 09	2 95
New York & Harlem.....	347,132	2 52	1 16	3 02
Other Manhattan Companies.....	2,610,321	3 15	1 25	3 01
Total.....	4,003,236	3 33	\$1 33	\$3 30
BRONX SURFACE				
Third Ave. Ry. System Companies in Bronx:				
New York City Interborough.....	414,970	\$4 28	\$1 15	¹ \$2 96
Southern Boulevard.....	134,353	4 17	1 33	¹ 3 02
Union.....	1,230,105	4 05	1 34	¹ 3 20
Westchester Electric.....	237,347	2 95	0 99	2 40
Total.....	2,016,775	\$3 98	\$1 26	\$3 05
BROOKLYN SURFACE				
Brooklyn & Queens Transit ²	6,406,137	\$3 45	\$1 31	\$2 77
South Brooklyn.....	160,099	³ 5 35	2 21	4 00
Dept. of Pl. & Str. (Williamsburg Bridge Line)....	61,199	4 80	1 63	4 08
Manhattan Bridge Three Cent Line (to 3 13, 1929)	18,473	4 22	1 94	4 24
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929)	6,776	1 80	1 20	1 92
Bush Terminal.....	26,742	³ 8 76	2 66	5 08
Total.....	6,679,426	3 53	\$1 35	\$2 82
QUEENS SURFACE				
New York & Queens County, Recrs.....	217,367	\$3 70	\$1 06	\$3 86
Steinway Railways, Recrs.....	256,946	3 08	1 14	3 25
Jamaica Central.....	188,562	3 52	0 98	2 95
Manhattan & Queens.....	107,226	4 72	1 42	3 99
Total.....	770,101	\$3 59	\$1 12	\$3 45
RICHMOND SURFACE				
Richmond Railways.....	185,641	\$3 49	\$1 18	\$3 23
Southfield Beach.....	2,231	4 56	1 28	3 81
Total.....	187,872	\$3 50	\$1 18	\$3 24
Total, street surface lines.....	13,657,410	\$3 54	\$1 31	¹ \$3 04
Grand total.....	35,567,096	\$4 24	\$1 22	¹ 3 09

¹ Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the year and overstate income by a corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses adjusted to provide for such maintenance expenditures as are not included in operating expenses by those companies.

1930: (D) Miscellaneous

Average miles of running track operated (Table IV)	PER MILE OF TRACK		Car-seat miles (Table IV)	PER CAR-SEAT MILE	
	Revenue from transportation	Total operating expenses ¹		Revenue from transportation (cents)	Total operating expenses ¹ (cents)
<i>356.52</i>	<i>\$187,102</i>	<i>\$127,346</i>	<i>12,009,620,104</i>	<i>0.56</i>	<i>0.38</i>
233.26	211,496	130,953	8,587,795,736	0.57	0.36
123.26	140,937	120,521	3,421,834,368	0.51	0.43
288.90	123,649	79,320	7,251,541,821	0.49	0.32
645.42	\$158,699	\$105,849	19,261,171,925	0.53	0.35
36.00	\$72,858	¹ \$88,705	217,214,088	1.21	¹ 1.47
3.60	71,908	65,712	13,376,912	1.94	1.77
13.80	40,359	¹ 46,501	45,841,020	1.21	¹ 1.40
19.65	100,203	¹ 81,050	129,767,100	1.52	¹ 1.23
<i>73.05</i>	<i>74,027</i>	<i>77,540</i>	<i>406,199,120</i>	<i>1.33</i>	<i>1.39</i>
23.95	29,648	¹ 33,175	59,279,424	1.20	¹ 1.34
69.92	77,071	68,192	365,350,992	1.47	1.31
37.09	25,354	25,284	69,784,088	1.35	1.34
21.20	41,208	49,384	82,171,549	1.06	1.27
<i>152.16</i>	<i>52,004</i>	<i>49,601</i>	<i>576,686,053</i>	<i>1.37</i>	<i>1.31</i>
225.21	\$59,148	\$58,663	982,785,173	1.36	1.34
38.99	\$45,501	¹ \$31,531	144,233,292	1.23	¹ 0.85
10.23	54,812	¹ 39,720	45,543,074	1.23	¹ 0.89
113.90	43,733	¹ 34,592	409,242,099	1.22	¹ 0.96
33.25	21,087	17,151	65,720,813	1.07	0.87
196.37	\$40,827	\$31,298	664,739,278	1.21	0.92
447.50	\$49,329	\$39,655	2,242,896,925	0.98	0.79
18.27	³ 46,864	35,023	44,295,552	³ 1.93	1.44
3.29	89,280	75,847	20,684,394	1.42	1.21
1.50	51,914	52,175	7,325,424	1.06	1.07
1.06	11,508	12,296	1,093,708	1.12	1.19
3.76	³ 62,295	36,160	492,120	³ 47.60	27.63
475.38	\$49,538	\$39,679	2,316,788,123	1.02	0.81
33.95	\$23,668	\$24,732	79,046,238	1.02	1.06
30.14	26,295	27,700	90,157,564	0.88	0.93
25.50	26,027	21,810	62,023,305	1.07	0.90
22.32	22,690	19,149	56,815,260	0.89	0.75
111.91	\$24,718	\$23,752	288,042,367	0.96	0.92
32.04	\$20,204	\$18,729	62,755,943	1.03	0.96
1.10	9,256	7,729	858,759	1.19	0.99
33.14	\$19,840	\$18,364	63,614,702	1.03	0.96
1,042.01	\$46,363	¹ \$39,814	4,315,969,643	1.12	¹ 0.96
1,687.43	\$89,330	¹ \$65,071	23,577,141,568	0.64	¹ 0.47

² The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co. Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co., and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

³ Respondent derives most of its revenue from freight.

TABLE IX. CASUALTIES, 1930: PERSONS KILLED

OPERATING STREET RAILWAYS	FATALITIES ¹			
	Pas- sengers	Em- ployees	Others	Total
RAPID TRANSIT				
Interborough Rapid Transit.....	76	21	2	99
New York Rapid Transit (B.-M. T.) ⁴	35	8	5	48
Total.....	111	29	7	147
MANHATTAN SURFACE				
Third Avenue Ry. System Companies in Manhattan:				
Third Avenue.....	1		6	7
Belt Line.....				
Dry Dock, E. B'way & B.....				
42d St., Manh. & St. N. Ave.....				
Third Ave. Ry. System Cos. in Man.....	1		6	7
Other Manhattan Companies:				
Second Avenue.....			1	1
New York Railways.....	1		5	6
Eighth & Ninth Avenues, Receivers.....		2	1	3
New York & Harlem.....				
Other Manhattan Companies.....	1	2	7	10
Total.....	2	2	13	17
BRONX SURFACE				
Third Avenue Ry. System Companies in Bronx:				
New York City Interborough.....	1		2	3
Southern Boulevard.....		1		1
Union.....	1		5	6
Westchester Electric.....				
Total.....	2	1	7	10
BROOKLYN SURFACE				
Brooklyn & Queens Transit ^{4, 5}	4	3	14	21
South Brooklyn ⁴			2	2
Brooklyn-Manhattan Transit ⁴		1		1
Dept. of Pl. & Str. (Williamsburg Bridge Line).....				
Total.....	4	4	16	24
QUEENS SURFACE				
New York & Queens County, Receivers.....	1			1
Steinway Railways, Receivers.....			1	1
Jamaica Central.....			1	1
Manhattan & Queens.....				
Total.....	1		2	3
RICHMOND SURFACE				
Richmond Railways.....				
Total, street surface lines.....	9	7	38	54
Grand total.....	120	36	45	201

NOTE.— Figures include passengers, employees and others. Van Brunt St. & Erie Basin, Manhattan Bridge Three Cent Line, Bush Terminal and Southfield Beach report no accidents.

¹ Includes deaths occurring within ten days after and resulting from accident.

² Includes contusions, dislocations, lacerations, loss of an eye, burns resulting in destruction of skin, asphyxiation, fractures, internal injuries and all injuries resulting in death subsequent to ten days after accident.

³ Includes scratches, slight cuts, sprains, burns causing only redness of skin and injuries not requiring the services of a physician.

OR INJURED AND EXTENT OF INJURY

SERIOUS INJURIES ²								Total fatalities and serious injuries	Minor injuries ³	Total fatalities and injuries
Fractured skull	Amputated limb	Broken limb	Other serious injury	Total	THEREOF AMONG —					
					Passengers	Employees	Others			
23	6	77	46	152	103	47	2	251	19,254	19,505
35	7	159	57	258	214	34	10	306	5,213	5,519
58	13	236	103	410	317	81	12	557	24,467	25,024
1	.....	7	30	38	7	1	30	45	1,289	1,334
.....	.....	2	4	6	2	.....	4	6	67	73
1	.....	2	13	16	4	3	9	16	202	218
1	.....	7	16	24	9	2	13	24	608	632
3	.....	18	63	84	22	6	56	91	2,166	2,267
.....	.....	4	.....	4	.....	1	3	5	296	301
17	1	26	34	78	16	20	42	84	2,606	2,690
.....	.....	.....	.....	.....	.....	.....	.....	3	293	296
.....	.....	.....	.....	.....	.....	.....	.....	.....	343	343
17	1	30	34	82	16	21	45	92	3,538	3,630
20	1	48	97	166	38	27	101	183	5,704	5,887
.....	.....	2	34	36	9	3	24	39	852	891
.....	.....	1	7	8	4	.....	4	9	341	350
6	1	22	60	89	31	5	53	95	2,510	2,605
.....	.....	.....	.....	.....	.....	.....	.....	.....	7	7
6	1	25	101	133	44	8	81	143	3,710	3,853
50	8	127	63	248	84	23	141	269	6,536	6,805
.....	.....	5	1	6	3	.....	3	8	167	175
.....	.....	.....	.....	.....	.....	.....	.....	1	111	112
.....	.....	3	.....	3	3	.....	.....	3	78	81
50	8	135	64	257	90	23	144	281	6,892	7,173
1	.....	2	24	27	13	5	9	28	238	266
.....	1	2	8	11	5	.....	6	12	308	320
.....	.....	.....	3	3	1	.....	2	4	41	45
.....	.....	1	100	101	47	.....	54	101	134	235
1	1	5	135	142	66	5	71	145	721	786
.....	.....	1	3	4	1	1	2	4	28	32
77	11	214	400	702	239	64	399	756	17,055	17,811
135	24	450	503	1,112	556	145	411	1,313	41,522	42,835

⁴ See note 6.⁵ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.⁶ Represents casualties of the Williamsburgh Power Plant Corp.; applicable to both rapid transit and surface companies of the B.-M. T. System.⁷ In addition, the Jamaica Central reports 2 serious and 4 minor accidents outside of New York City.

TABLE X. CLAIMS ON ACCOUNT OF

OPERATING STREET RAILWAYS	ACTIVE WITHIN THE YEAR		
	Pending at beginning of year	Brought during year	Total
RAPID TRANSIT			
Interborough Rapid Transit.....	2,630	1,941	4,571
New York Rapid Transit (B.-M. T.) ¹	2,058	859	2,917
Total.....	4,688	2,800	7,488
MANHATTAN SURFACE			
Third Avenue Railway System Companies in Manhattan:			
Third Avenue.....	1,298	321	1,619
Belt Line.....	69	40	109
Dry Dock, E. B'way & B.....	297	119	416
42d St., Manh. & St. N. Ave.....	298	210	508
Third Ave. Ry. System Companies in Man.....	1,962	690	2,652
Other Manhattan Companies:			
Second Avenue.....	22	257	279
New York Railways.....	1,733	1,111	2,844
Eighth & Ninth Avenues, Receiver.....	516	88	604
New York & Harlem.....	257	142	399
Other Manhattan Companies.....	2,528	1,598	4,126
Total.....	4,490	2,288	6,778
BRONX SURFACE			
Third Avenue Railway System Companies in Bronx:			
New York City Interborough.....	459	383	842
Southern Boulevard.....	267	132	399
Union.....	1,429	856	2,285
Westchester Electric.....	120	36	156
Total.....	2,275	1,407	3,682
BROOKLYN SURFACE			
Brooklyn & Queens Transit ^{1, 3}	9,053	2,475	11,528
South Brooklyn ¹	202	66	268
Brooklyn-Manhattan Transit Corp. ⁴	610	73	683
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	38	14	52
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	55	10	65
Total.....	9,958	2,638	12,596
QUEENS SURFACE			
New York & Queens County, Receivers.....	156	42	198
Steinway Railways, Receivers.....	75	42	117
Jamaica Central.....	69	19	88
Manhattan & Queens.....	54	26	80
Total.....	354	129	483
RICHMOND SURFACE			
Richmond Railways.....	10	18	28
Total, street surface lines.....	17,087	6,480	23,567
Grand total.....	21,775	9,280	31,055

NOTE.— Bush Terminal and Southfield Beach report none.

¹ See note 4.² Unpaid at June 30, 1930.³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

INJURIES, 1930: (A) Damage suits

Release obtained without payment to claimant	Settled before trial by payment to claimant	DISPOSED OF DURING THE YEAR				Pending at close of year
		Judgment rendered	Case dismissed	Claim otherwise disposed of	Total	
.....	1,361	57	.....	714	771	2,439
.....	369	29	24	216	269	2,279
.....	1,730	86	24	930	1,040	4,718
.....	117	11	453	232	696	806
.....	9	2	18	11	31	69
.....	38	9	89	20	118	260
.....	49	8	81	31	120	339
.....	215	30	641	294	965	1,474
.....	42	6	1	7	14	223
.....	759	39	488	202	729	1,356
.....	2 14	14	15	7	36	554
.....	120	6	22	23	51	228
.....	935	65	526	239	830	2,361
.....	1,148	95	1,167	533	1,795	3,835
.....	101	14	79	51	144	597
.....	50	6	72	24	102	247
.....	273	30	313	146	489	1,523
.....	9	2	5	3	10	137
.....	433	52	469	224	745	2,504
.....	970	186	118	999	1,303	9,255
.....	19	2	1	24	27	222
.....	1	.....	2	88	90	592
.....	.....	1	.....	.....	1	51
.....	32	.....	.....	28	28	5 5
.....	1,022	189	121	1,139	1,449	10,125
.....	29	5	10	4	19	150
.....	15	5	4	2	11	91
.....	23	1	2	2	5	60
.....	20	2	.....	.....	2	58
.....	87	13	16	8	37	359
.....	8	2	.....	3	5	15
.....	2,698	351	1,773	1,907	4,031	16,838
.....	4,428	437	1,797	2,837	5,071	21,556

⁴ Applicable to both rapid transit and surface companies of the B-M. T. System. Actions for damages reported as "none" for the Williamsburgh Power Plant Corporation.

⁵ Pending at November 13, 1929.

TABLE X. Claims on account of injuries, 1930:

OPERATING STREET RAILWAYS	CLAIMS SETTLED (RELEASE BEFORE SUIT)	
	Number	Amount
Interborough Rapid Transit.....	3,348	\$620,533 52
July 1929-June, 1930.....	2,634	509,122 75
July, 1928-June, 1929.....	671	107,495 09
July, 1927-June, 1928.....	30	2,748 48
July 1926-June, 1927.....	11	1,092 20
July 1925-June, 1926.....	1	25 00
Prior to July, 1925.....	1	50 00
New York Rapid Transit (B.-M. T.).....	2,908	326,105 16
July, 1929-June, 1930.....	2,549	243,585 17
July, 1928-June, 1929.....	326	47,587 28
July, 1927-June, 1928.....	17	17,702 73
July, 1926-June, 1927.....	10	5,133 80
July, 1925-June, 1926.....	5	5,241 88
Prior to July, 1925.....	1	2,86,854 30
Third Avenue Railway System Companies in Manhattan.....	1,263	107,003 00
July, 1929-June, 1930.....	944	81,020 51
July, 1928-June, 1929.....	239	15,088 60
July, 1927-June, 1928.....	77	8,139 09
July, 1926-June, 1927.....	3	2,754 80
July, 1925-June, 1926.....	.....	.....
Prior to July, 1925.....	.....	.....
Other Manhattan Companies.....	1,063	85,589 86
July, 1929-June, 1930.....	821	50,992 92
July, 1928-June, 1929.....	231	26,971 38
July, 1927-June, 1928.....	7	4,977 52
July, 1926-June, 1927.....	3	1,691 40
July, 1925-June, 1926.....	1	956 64
Prior to July, 1925.....	.....	.....
Third Avenue Railway System Companies in Bronx.....	2,906	181,067 00
July, 1929-June, 1930.....	2,419	138,928 18
July, 1928-June, 1929.....	403	22,679 20
July, 1927-June, 1928.....	24	1,961 22
July, 1926-June, 1927.....	15	9,508 75
July, 1925-June, 1926.....	42	7,189 65
Prior to July, 1925.....	3	800 00
Brooklyn surface ¹	5,664	434,999 79
July, 1929-June, 1930.....	4,821	300,629 57
July, 1928-June, 1929.....	615	87,536 22
July, 1927-June, 1928.....	57	19,072 51
July, 1926-June, 1927.....	31	9,416 17
July, 1925-June, 1926.....	18	7,373 86
Prior to July, 1925.....	12	10,971 48
Queens surface.....	671	39,695 92
July, 1929-June, 1930.....	577	34,306 83
July, 1928-June, 1929.....	92	5,274 09
July, 1927-June, 1928.....	2	115 00
July, 1926-June, 1927.....	.....	.....
July, 1925-June, 1926.....	.....	.....
Prior to July, 1925.....	.....	.....
Richmond surface.....	109	7,053 66
July, 1929-June, 1930.....	109	7,053 65
Grand total.....	17,822	\$1,802,047 90
July, 1929-June, 1930.....	14,874	1,365,639 58
July, 1928-June, 1929.....	2,577	312,631 86
July, 1927-June, 1928.....	214	54,716 55
July, 1926-June, 1927.....	73	29,597 12
July, 1925-June, 1926.....	67	20,787 03
Prior to July, 1925.....	17	18,675 76

NOTE.— Department of Plant & Structures (Williamsburg Bridge Line), Van Brunt St. & Erie Basin and Bush Terminal report none.

¹ I. e., Brooklyn & Queens Transit, South Brooklyn, Williamsburgh Power Plant Corp., B.-M. T. Corp. and Manhattan Bridge Three Cent Line.

(B) Settlement according to period of accident

SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
Number	Amount	Number	Amount	Number	Amount
1,361	\$539,598 00	62	\$36,961 99	4,771	\$1,197,093 51
375	58,586 50	10	2,475 93	3,019	570,185 18
482	239,518 00	19	4,137 72	1,172	351,150 81
207	83,417 50	11	8,474 98	248	94,640 96
188	92,483 50	12	11,730 98	211	105,306 68
67	29,630 00	5	6,329 53	73	35,984 53
42	35,962 50	5	3,812 85	48	39,825 35
369	148,409 25	24	10,219 55	3,301	484,733 96
157	31,607 00	3	386 00	2,709	275,578 17
97	43,970 00	4	1,040 00	427	92,597 28
24	19,450 00	2	987 50	43	38,140 23
60	44,082 25	9	5,783 36	79	54,999 35
14	5,750 00	4	1,192 50	23	12,184 38
17	3,550 00	2	830 25	20	2,11,234 55
213	67,816 60	32	35,937 41	1,508	210,757 01
48	5,092 20	7	982 29	999	87,095 00
55	6,186 60	5	1,988 70	299	23,263 90
51	34,400 00	8	11,323 47	136	53,862 56
43	14,484 50	3	15,647 00	49	32,886 30
11	7,200 40	6	5,698 85	17	12,899 25
5	452 90	3	297 10	8	750 00
921	167,802 10	45	97,497 38	2,029	350,889 34
294	18,664 50	11	25,235 00	1,126	94,892 42
356	29,636 00	18	4,395 98	605	61,003 36
133	64,446 60	6	36,009 17	146	105,433 29
105	46,425 00	7	30,976 73	115	79,093 13
28	6,855 00	.....	.....	29	3 7,811 64
5	1,775 00	3	880 50	8	2,655 50
433	134,345 14	50	18,051 94	3,389	333,464 08
47	15,961 72	16	7,025 00	2,482	161,914 90
113	13,958 74	14	3,334 44	530	39,972 38
104	31,582 04	7	1,521 50	135	35,064 76
71	40,799 25	1	150 00	87	50,458 00
69	22,864 63	8	2,721 00	119	32,775 28
29	9,178 76	4	3,300 00	36	13,278 76
1,022	416,137 78	172	123,846 38	6,748	974,983 95
306	128,145 65	20	14,047 24	5,147	442,822 46
244	87,552 89	37	10,054 63	896	185,143 74
98	15,396 00	21	5,283 57	176	4 39,752 08
230	147,275 13	59	57,844 99	320	6 214,536 29
95	29,492 50	26	16,859 00	139	6 53,725 36
49	8,275 61	9	19,756 95	70	7 39,004 02
87	22,684 50	11	4,029 75	769	66,410 17
16	1,192 50	4	2,562 50	597	38,061 83
34	4,103 00	6	1,102 50	132	10,479 59
15	6,700 00	.....	.....	17	6,815 00
17	6,997 75	1	364 75	18	7,362 50
4	3,616 25	.....	.....	4	3,616 25
1	75 00	.....	.....	1	75 00
8	3,840 00	2	2,751 23	119	13,644 88
8	3,840 00	2	2,751 23	119	13,644 88
4,414	\$1,500,633 37	398	\$329,295 63	22,634	\$3,631,976 90
1,251	263,090 07	73	55,465 19	16,198	1,684,194 84
1,381	424,925 23	103	26,053 97	4,061	763,611 06
632	255,392 14	55	63,600 19	901	373,708 88
714	392,547 38	92	122,497 75	879	544,642 25
288	105,408 78	49	32,800 88	404	158,996 69
148	59,269 77	26	28,877 65	191	106,823 18

^{2,7} Includes additional payments on settlements previously reported: ² \$6,913.16; ³ \$831.64; ⁴ \$169.80; ⁵ \$6,036.32; ⁶ \$1,655.42; ⁷ \$9,235.58.

^{8,9} Includes cancellation of reserves: ⁸ Cr \$58.86; ⁹ Cr \$145.50.

TABLE XI. Employees and wages: (A) Number of

OPERATING STREET RAILWAYS	GENERAL OFFICE		
	Officers ¹	Others ²	Total
RAPID TRANSIT ³			
Interborough Rapid Transit.....	7	921	928
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ⁴	11	423	434
Less Surface Transportation Corp. and System Companies outside of City ⁵		1	1
Third Avenue Ry. System Companies in City ..	11	422	433
Second Avenue.....	4	19	23
New York Railways.....	6	185	191
Eighth & Ninth Avenues, Recr.....	(⁷)	28	28
New York & Harlem.....	2	30	32
Total.....	23	684	707
BROOKLYN SURFACE ³			
New York Rapid Transit.....	4	460	464
Other B.-M. T. System Companies ⁸	6	889	895
Brooklyn-Manhattan Transit ³	10	1,349	1,359
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	11 3	2	5
Bush Terminal ¹²	12 3	12 10	12 13
Total ³	16	1,361	1,377
QUEENS SURFACE			
New York & Queens County, Recrs.....	4	17	21
Steinway Railways, Recrs.....	13 2	2	4
Jamaica Central.....	6	11	17
Manhattan & Queens.....	(¹⁴)	6	6
Total.....	12	36	48
RICHMOND SURFACE			
Richmond Railways ¹⁵	}	22	24
Southfield Beach ¹⁵			
Total.....	2	22	24
Grand total.....	60	3,024	3,084

NOTE.— No segregation of maintenance of way and structures employees is made; for the most part linemen are included under Power, and trackmen under Transportation — Others.

¹ Only officers receiving compensation are included. The number of officers here given is comparable with the total compensation given in Div. B, § 2 of this table. Certain companies have several officials in common, as, for instance, the Interborough Rapid Transit and the New York & Queens County; the New York Rapid Transit and the Brooklyn & Queens Transit. Totals have been made without allowance for joint employees.

² Includes managers, superintendents, etc.

³ The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.

⁴ Consists of employees of all Third Avenue Railway System companies, including the following companies outside the City: Yonkers R. R., Hastings Ry., New York, Westchester & Conn. Traction, Westchester Street Transportation and three bus companies — the North Street Transportation, the Eastchester Transportation and the Westchester Motor Transfer. Includes also the Surface Transportation (bus) operating within the City.

⁵ See note 4; employees of the New York, Westchester & Conn. Traction are included with the Westchester Electric and cannot be included with figures for companies outside the City; clerical employees cannot be segregated between the companies within the City and companies outside the City.

⁶ Includes 6 emergency bus operators.

officers and employees, by occupational groups, at close of year, 1930

TRANSPORTATION					Power	Car-houses and shops	Super-annuated employees	Bus operation	Grand total
TRAINMEN			Others	Total					
Conductors and guards	Motor-men and operators	Total							
3,559	1,055	4,614	7,356	11,970	986	4,257	217	.....	18,358
504	1,130	1,634	928	2,562	48	950	.....	498	4,492
58	96	154	76	230	6	32	.....	498	767
446	1,034	1,480	852	2,332	42	918	.....		3,725
.....	103	103	64	167	.....	63	.....	.....	253
356	477	833	6260	1,093	72	295	73	.....	1,724
.....	120	120	134	254	.....	71	.....	.....	353
19	142	161	80	241	.....	67	4	.....	344
821	1,876	2,697	1,390	4,087	114	1,414	77	.....	6,399
1,507	709	2,216	⁹ 2,508	4,724	167	⁹ 1,662	.....	.....	7,017
1,332	2,437	3,769	⁹ 1,103	4,872	648	^{9,101} 1,124	394	.....	7,933
2,839	3,145	5,985	3,011	9,596	815	2,786	394	.....	14,950
.....	26	26	25	51	7	19	.....	.....	82
.....	3	3	¹² 69	72	.....	.....	.....	.....	¹² 85
2,839	3,175	6,014	3,705	9,719	822	2,805	394	.....	15,117
.....	77	77	66	143	13	52	.....	.....	229
30	76	106	56	162	.....	27	.....	.....	193
11	74	85	40	125	5	31	.....	.....	178
38	41	79	9	88	2	18	.....	.....	114
79	268	347	171	518	20	128	.....	.....	714
{ 2	81 4	81 6	} 39	126	6	45	.....	.....	201
2	85	87	39	126	6	45	.....	.....	201
7,300	6,459	13,759	12,661	26,420	1,948	8,649	688	.....	40,789

⁷ The Receiver reports no general officers.

⁸ Consists of employees of Brooklyn-Manhattan Transit Corporation, Brooklyn & Queens Transit, South Brooklyn and Williamsburgh Power Plant Corp.

⁹ Employees of the Engineering Department are here distributed between Transportation and Car houses and shops on the basis of type of work performed.

¹⁰ Includes 23 employees engaged in sub-station construction.

¹¹ Represents 3 officials of the Department of Plant & Structures who give part of their time to the management of the railway and a portion of whose compensation is chargeable to the railway.

¹² General office work is done under contract with Bush Terminal. Portion of the yearly payroll for 3 officers and 100 general office employees applicable to Bush Terminal R. R. is \$6,000 and \$12,000, respectively; tabulated here are 3 officers and 10 office employees, assuming a yearly wage of \$1,200 for the latter. Maintenance work is also performed by the Bush Terminal Co., the 69 employees tabulated under Other transportation employees representing freight engineers and laborers not regularly employed during the entire year.

¹³ Receivers.

¹⁴ The Company reports no officers receiving compensation.

¹⁵ The Richmond Railways furnishes all labor for the Southfield Beach, distribution of compensation of the clerical force being made on basis of gross earnings, all other employees being paid on the basis of working hours.

TABLE XI. Employees and wages: (B) Distribution
§ 1. By

OPERATING STREET RAILWAYS	STREET RAILWAY		
	Maintenance of way and structures	Maintenance of equipment	Operation of electric power plant
RAPID TRANSIT ¹			
Interborough Rapid Transit.....	\$5,557,523 16	\$5,898,742 00	\$1,711,092 84
Subway division.....	3,876,899 13	3,957,111 62	1,135,383 37
Elevated division.....	1,680,624 03	1,941,630 38	575,709 47
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ³	\$1,251,535 90	\$899,529 24	\$104,362 54
Less Surface Transportation Corp. and System Companies outside of City ⁴	82,801 17	21,292 74	12,271 54
Third Ave. Ry. System Companies in City.....	\$1,168,734 73	\$878,236 50	\$92,091 00
Second Avenue.....	70,749 98	76,528 53	.....
New York Railways.....	386,362 81	470,066 52	94,010 89
Eighth & Ninth Avenues, Recr.....	145,650 87	71,679 26	.....
New York & Harlem.....	97,830 32	63,423 72	.....
Total.....	\$1,869,328 71	\$1,559,934 53	\$186,101 89
BROOKLYN SURFACE ¹			
New York Rapid Transit.....	\$2,033,575 94	\$2,180,681 78	.....
Other B.-M. T. System Companies ²	1,047,787 45	1,890,093 39	\$931,474 42
Brooklyn-Manhattan Transit ¹	3,081,563 39	4,070,775 17	931,474 42
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	17,411 31	62,558 12	7,205 80
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	2,537 50	3,288 65	.....
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	.....	.....	.....
Bush Terminal ¹².....	.....	.....	.....
Total ¹	\$3,101,312 20	\$4,136,621 94	\$938,680 22
QUEENS SURFACE			
New York & Queens County, Recrs.....	\$70,544 74	\$50,500 30	\$17,285 69
Steinway Railways, Recrs.....	65,858 50	18,611 82	.....
Jamaica Central.....	41,048 81	38,706 16	4,784 12
Manhattan & Queens.....	2,931 34	21,855 57	.....
Total.....	\$180,383 39	\$129,673 85	\$22,069 81
RICHMOND SURFACE			
Richmond Railways.....	\$48,558 19	\$75,893 12	.....
Southfield Beach.....	777 85	207 05	.....
Total.....	\$49,336 04	\$76,100 17	.....
Grand total.....	\$10,757,883 50	\$11,801,072 49	\$2,857,944 76

¹ The New York Rapid Transit is included with other B.-M. T. System Companies under Brooklyn Surface.

² Includes Collection account, \$170,140.41; Suspense, \$181,748.82 and Materials and Supplies, \$65,980.15.

³ See note 4 on preceding double page.

⁴ See note 5 on preceding double page.

⁵ Includes Collection account, \$40,243.88.

⁶ Includes Accounts receivable, \$126,375; Non-operating revenue deductions — Restaurants, \$17,175.48 and Suspense, \$14,765.69.

of total compensation for the fiscal year, 1930
accounts

OPERATING EXPENSES

Operation of cars	Injuries to persons and property	General expenses	Total	Fixed capital	Services for other companies and miscellaneous	Bus operation
\$17,144,259 89	\$162,573 95	\$1,915,379 23	\$32,389,571 07	\$433,223 69	² \$420,556 05	.....
10,407,632 64	108,696 86	1,185,239 25	20,670,962 87			
6,736,627 25	53,877 09	730,139 98	11,718,608 20			
\$4,963,868 91	\$373,091 00	\$405,981 35	\$7,998,368 94	\$163,065 68	⁵ \$97,270 03	\$1,140,028 40
440,038 81	190 96	1,129 27	557,724 49		675 85	1,140,028 40
\$4,523,830 10	\$372,900 04	\$404,852 08	\$7,440,644 45	\$163,065 68	\$96,594 18	.....
237,411 68	12,617 78	41,119 21	438,427 18		512 80	.....
2,079,546 57	90,006 97	277,447 63	3,397,441 39	8,541 02	⁶ 161,747 67	.....
323,283 91	10,923 29	28,340 68	579,878 01		⁷ 17,058 80	.....
385,006 91	* 11,576 76	* 44,267 77	* 602,105 48	2,352 18	3,833 27	.....
\$7,549,079 17	\$498,024 84	\$796,027 37	\$12,458,496 51	\$173,958 88	\$279,746 72	.....
\$7,478,761 85	\$9,210 00	\$334,182 19	\$12,036,411 76	\$214,119 37	¹⁰ \$631,925 33	.....
8,237,440 11	149,681 21	1,019,192 37	13,275,668 95	20,606 37	¹¹ 908,370 04	.....
15,716,201 96	158,891 21	1,353,374 56	25,312,080 71	234,725 74	1,540,295 37	.....
98,745 52	180 00	9,615 12	195,715 87			.....
34,338 78		5,734 04	45,898 97		24 00	.....
8,133 41			8,133 41			.....
70,449 99		18,000 00	88,449 99			.....
\$15,927,869 66	\$159,071 21	\$1,386,723 72	\$25,650,278 95	\$234,725 74	\$1,540,319 37	.....
\$205,793 76	\$8,652 85	\$39,565 06	\$392,342 40	\$2,967 09	\$1,781 19	.....
285,814 02	3,463 82	18,095 84	391,844 00		3,016 28	.....
172,355 21	7,600 84	28,795 89	293,291 03	9 25	814 48	.....
143,844 84	16 68	20,480 50	189,128 93		1,532 12	.....
\$807,807 83	\$19,734 19	\$106,937 29	\$1,266,606 36	\$2,976 34	\$7,144 07	.....
\$179,681 30	\$8,998 08	\$19,511 12	\$332,641 81		¹³ \$10,240 85	.....
2,762 06	112 45	177 22	4,036 63			.....
\$182,443 36	\$9,110 53	\$19,688 34	\$336,678 44		\$10,240 85	.....
\$41,611,459 91	\$848,514 72	\$4,224,755 95	\$72,101,631 33	\$844,884 65	\$2,258,007 06	.....

⁷ Charged to contractors for repairs on line and cars damaged by Subway construction.

⁸ Exclusive of \$12,000 annual payment of attorneys.

⁹ See note 8 on preceding double page.

¹⁰ Consists of Accounts Receivable Suspense, \$67,924.03; Work in Process, \$507,904.76 and Projects in suspense, \$56,096.54.

¹¹ Consists of Accounts Receivable Suspense, \$287,802.46; Work in process, \$412,659.33; Miscellaneous other accounts, \$94,681.59 and Undistributed, \$113,226.66.

¹² See this note on preceding double page.

¹³ Work in progress.

TABLE XI. Employees and wages: (B) Distribution of
§ 2. By classes

OPERATING STREET RAILWAYS	GENERAL OFFICE		
	Officers	Others ¹	Total
RAPID TRANSIT²			
Interborough Rapid Transit.....	\$229,458 33	\$2,528,328 58	\$2,757,786 91
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ⁴	\$181,058 32	\$746,667 18	\$927,725 50
Less Surface Transportation Corp. and System Companies outside of City ⁵		1,750 00	1,750 00
Third Ave. Ry. System Companies in City.....	\$181,058 32	\$744,917 18	\$925,975 50
Second Avenue.....	25,299 00	39,291 27	64,590 27
New York Railways.....	53,475 01	434,560 70	488,035 71
Eighth & Ninth Avenues, Recr.....	(7)	63,021 67	63,021 67
New York & Harlem.....	12,050 00	*57,497 16	69,547 16
Total.....	\$271,882 33	\$1,339,287 98	\$1,611,170 31
BROOKLYN SURFACE²			
New York Rapid Transit.....	\$50,000 00	\$1,060,502 47	\$1,110,502 47
Other B.-M. T. System Companies ¹⁰	107,500 00	1,869,135 73	1,976,635 73
Brooklyn-Manhattan Transit ²	157,500 00	2,929,638 20	3,087,138 20
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	123,940 14	8,115 12	12,055 26
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	2,500 00	4,759 41	7,259 41
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....			
Bush Terminal ¹³	6,000 00	12,000 00	18,000 00
Total ²	\$169,940 14	\$2,954,512 73	\$3,124,452 87
QUEENS SURFACE			
New York & Queens County, Recrs.....	\$27,500 00	\$41,046 18	\$68,546 18
Steinway Railways, Recrs.....	15,000 00	7,300 00	22,300 00
Jamaica Central.....	23,679 24	22,048 16	45,727 40
Manhattan & Queens.....	(14)	18,380 99	18,380 99
Total.....	\$66,179 24	\$83,775 33	\$154,954 57
RICHMOND SURFACE			
Richmond Railways ¹⁵	\$7,392 00	\$38,659 62	\$46,051 62
Southfield Beach ¹⁶	91 50	339 17	430 67
Total.....	\$7,483 50	\$38,998 79	\$46,482 29
Grand total.....	\$744,943 54	\$6,949,903 41	\$7,694,846 95

¹ Includes salaries of managers, superintendents, etc.² The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.³ Superannuated employees.^{4,5} See these notes, Div. A of this table.⁶ Includes emergency bus operators, \$4,310.70.⁷ The Receivers report no general officers.⁸ Excludes \$12,000 annual payment to attorneys.

total compensation for the fiscal year, 1930 — Concluded
of employees

OTHER EMPLOYEES						Grand total
Transportation	Power	Carhouse and shop	Miscellaneous	Bus operation	Total	
\$20,558,466 56	\$2,020,570 55	\$7,769,710 99	³ \$136,815 80		\$30,485,563 90	\$33,243,350 81
\$5,730,226 97	\$106,699 87	\$1,494,052 31		\$1,140,028 40	\$8,471,007 55	\$9,398,733 05
491,303 16	12,221 31	53,125 87		1,140,028 40	1,696,678 74	1,698,428 74
\$5,238,923 81	\$94,478 56	\$1,440,926 44			6,774,328 81	\$7,700,304 31
281,880 21		92,469 50			374,349 71	438,939 98
^c 2,299,015 02	151,855 04	599,035 63	³ \$29,788 68		3,079,694 37	3,567,730 08
438,564 70		95,350 44			533,915 14	596,936 81
434,129 23		102,689 50	³ 1,925 04		538,743 77	⁸ 608,290 93
\$8,692,512 97	\$246,333 60	\$2,330,471 51	\$31,713 72		\$11,301,031 80	\$12,912,202 11
\$8,297,949 61	\$310,872 10	\$3,043,615 69	⁹ \$119,516 59		\$11,771,953 99	\$12,882,456 46
8,864,354 47	1,291,593 61	1,903,211 51	¹¹ 178,850 04		12,228,009 63	14,204,645 36
17,162,304 08	1,592,465 71	4,946,827 20	298,366 63		23,999,963 62	27,087,101 82
98,265 38	15,973 43	69,421 80			183,660 61	195,715 87
30,516 01	946 40	7,201 15			38,663 56	45,922 97
8,133 41					8,133 41	8,133 41
70,449 99					70,449 99	88,449 99
\$17,369,668 87	\$1,609,385 54	\$5,023,450 15	\$298,366 63		\$24,300,871 19	\$27,425,324 06
\$231,296 66	\$25,807 66	\$71,440 18			\$328,544 50	\$397,090 68
327,810 72		44,749 56			372,560 28	394,860 28
184,106 32	12,208 20	52,072 84			248,387 36	294,114 76
136,446 31	4,128 30	31,705 45			172,280 06	190,661 05
\$879,660 01	\$42,144 16	\$199,968 03			\$1,121,772 20	\$1,276,726 77
\$203,666 32	\$10,768 47	\$82,396 25			\$296,831 04	\$342,882 66
3,434 91	81 25	89 80			3,605 96	4,036 63
\$207,101 23	\$10,849 72	\$82,486 05			\$300,437 00	\$346,919 29
\$47,707,409 64	\$3,929,283 57	\$15,406,086 73	\$466,896 15		\$67,509,676 09	\$75,204,523 04

⁹ Consists of Undistributed items, \$66,515.01 and Pensions, \$53,001.58.

¹⁰ See note 8, Div. A of this table.

¹¹ Consists of Relief department and pensions, \$129,145.66 and employees engaged in sub-station construction, \$49,704.38.

¹² See note 11, Div. A of this table.

¹³ See note 12, Div. A of this table.

¹⁴ The Company reports no officers receiving compensation.

¹⁵ See note 15, Div. A. of this table.

TABLE XI. Employees and wages: (C) Average hourly
§ 1. Conductors

OPERATING STREET RAILWAYS	RATE PER HOUR (Cents) ACCORDING TO DURATION OF SERVICE							
	First half year	Second half year	Second year	Third year	Fourth year	Fifth year	Sixth to ninth years	Tenth year on
RAPID TRANSIT²								
Interborough Rapid Transit:								
Conductors ³	60	60	60	62	62	62	62	62
Guards ³	53½	53½	54½	57½	57½	57½	57½	57½
MANHATTAN AND BRONX SURFACE Third Avenue Railway System:⁸								
Electric contact.....	52	52	54	60	61	62	62	65 }
Storage battery.....	52	52	54	58	58	60	60	60 }
New York Railways:								
Electric contact.....	52	52	54	60	61	62	62	65
Storage battery.....	52	52	54	58	58	60	60	60
New York & Harlem.....	52	52	54	60	61	62	62	65
Total.....	—	—	—	—	—	—	—	—
BROOKLYN SURFACE²								
Brooklyn-Manhattan Transit System:								
Rapid Transit { Conductors.....	59	59	59	60	60	60	60	60
{ Guards.....	52	52	53	55	55	56	56	56
Surface — Conductors.....	52	52	54	57	60	65	65	65
Total ²	—	—	—	—	—	—	—	—
QUEENS SURFACE								
Steinway Railways, Recrs.....	49	49	51	53	54	55	55	57
Jamaica Central.....	49	49	51	53	55	57	57	57
Manhattan & Queens.....	49	49	51	53	55	56	56	59
Total.....	—	—	—	—	—	—	—	—
Grand total.....	—	—	—	—	—	—	—	—

NOTE.— The Second Avenue, Eighth & Ninth Avenues, Department of Plant & Structures (Williamsburg Bridge Line), Bush Terminal, New York & Queens County, Richmond Railways and Southfield Beach report only one-man car operators.

¹ Conductors, unless otherwise specified.

² The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.

³ Conductors and guards of the I. R. T. are allowed 2 cents additional per hour while operating multiple unit door control trains.

rates and number receiving specified rates, June 30, 1930
and guards ¹

NUMBER AT EACH RATE PER HOUR													Total num- ber	Average rate of com- pen- sa- tion (cents)
49¢ and un- der	52¢	53¢	54¢	55¢	56¢	57¢	58¢	59¢	60¢	61¢	62¢	65¢		
									143		800		943	61.70
			⁴ 478	⁵ 320			⁶ 1,817					⁷ 1	2,616	56.21
									63	52	128	170	504	61.03
	46		45						35	24	56	183	490	59.23
	137		55						4				4	60.00
									2		2	24	28	64.50
	183		100						104	76	186	377	1,026	60.26
								65	537				602	59.89
	117	158		234	424								933	54.74
(*)	293		127			128			123			668	⁹ 1,339	59.89
	410	158	127	234	424	128		65	660			668	2,874	58.22
8	¹⁰ 3	2	3	7		7							30	53.23
2	¹⁰ 9												11	50.64
19	¹⁰ 4	6		2	6			1					38	51.53
29	16	8	3	9	6	7		1					79	52.05
29	609	166	708	563	430	135	1,817	66	907	76	986	1,046	7,538	58.17

⁴ At 53½ cents.

⁵ At 54½ cents.

⁶ At 57½ cents.

⁷ Old motorman receiving 72½ cents.

⁸ Includes Third Avenue Railway System companies outside of New York City.

⁹ Excludes student conductors at 10 cents.

¹⁰ At 51 cents.

TABLE XI. Employees and wages: (C) Average hourly
§ 2. Motormen

OPERATING STREET RAILWAYS	RATE PER HOUR (Cents) ACCORDING TO DURATION OF SERVICE							
	First half year	Second half year	Second year	Third year	Fourth year	Fifth year	Sixth to ninth years	Tenth year on
RAPID TRANSIT²								
Interborough Rapid Transit.....	72½	72½	79½	86½	86½	86½	86½	86½
MANHATTAN AND BRONX SURFACE								
Third Avenue Railway System: ⁴								
Electric contact { Operators.....	57	57	59	65	66	67	67	70
Motormen.....	52	52	54	60	61	62	62	65
Storage battery — Motormen.....	52	52	54	58	58	60	60	60
Third Ave. Ry. Sys. ⁴								
Second Avenue — Operators.....	52	52	56	60	61	62	62	65
New York Railways:⁶								
Electric contact.....	52	52	54	60	61	62	62	65
Storage battery.....	52	52	54	58	58	60	60	60
Eighth & Ninth Aves., Rec.— Oper's.	57	57	59	65	66	67	67	70
Motormen.....	52	52	54	60	61	62	62	65
Operators.....	57	57	59	65	66	67	67	70
Total.....	—	—	—	—	—	—	—	—
BROOKLYN SURFACE²								
Brooklyn-Manhattan Transit System:								
Rapid Transit.....	72	72	79	87	87	87	87	87
Surface { Motormen.....	52	52	54	57	60	65	65	65
Operators.....	57	57	59	62	65	70	70	70
Total B.-M. T.²	—	—	—	—	—	—	—	—
Dept. of Pl. & Str. (Williamsburg Bridge Line) — Operators.....	60	65	70	70	70	70	70	70
Total².....	—	—	—	—	—	—	—	—
QUEENS SURFACE								
N. Y. & Queens Co., Recrs.— Oper. ⁹	52	52	54	56	57	58	58	60
Steinway Rys., Recrs. { Motormen...	49	49	51	53	54	55	55	57
Operators.....	54	54	56	58	59	60	60	62
Jamaica Central { Motormen.....	49	49	51	53	55	57	57	57
Operators.....	54	54	56	58	60	62	62	62
Manhattan & Queens.....	49	49	51	53	55	56	56	59
Total.....	—	—	—	—	—	—	—	—
RICHMOND SURFACE								
Richmond Railways.....	65	65	65, 70	70	70	70	70	70
Grand total.....	—	—	—	—	—	—	—	—

NOTE.— The Bush Terminal and Southfield Beach are omitted as Operators are furnished by the Bush Terminal Company and the Richmond Railways, respectively.

¹ Motormen, unless otherwise specified.

² The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.

³ Consists of 59 at 72½ cents, 34 at 79½ and 962 at 86½.

⁴ Includes Third Avenue Railway System companies outside of New York City.

⁵ Excludes 14 student operators at 20 cents.

⁶ Men operating one-man cars receive 5 cents per hour over regular rates.

⁷ Consists of 27 at 72 cents, 31 at 79 and 625 at 87.

rates and number receiving specified rates, June 30, 1930
and operators¹

NUMBER OF EACH RATE PER HOUR														Total num- ber	Average rate of com- pen- sa- tion (cents)
49¢	51¢	52¢	54¢	56¢	57¢	59¢	60¢	61¢	62¢	65¢	66¢	67¢	70¢ and over		
														³ 1,055	85.16
(⁵)					114	99				83	51	172	200	⁵ 719	64.85
		43	39				44	34	78	159				397	61.03
		43	39		114	99	44	34	78	242	51	172	200	1,116	63.49
		54		7			10	1	6	25				103	56.87
		144	42				28	30	65	290				599	60.34
							5							5	60.00
					21					2	7	40	50	120	66.41
										20				20	65.00
					36	16				12	6	12	49	131	64.17
		241	81	7	171	115	87	65	149	591	64	224	299	2,094	62.48
(⁶)		300	155		140		100			656				⁷ 683	86.04
					179	116			102	111				⁸ 1,351	59.65
		300	155		319	116	100		102	767				608	1,116
														1,291	67.46
														26	26
		300	155		319	116	100		102	767				1,317	3,176
13	5	27	13	2	3	¹⁰ 3	29							77	55.88
			¹¹ 8	¹² 3	10									39	52.67
			2	2		¹³ 13	10		10					37	59.54
2	2				7									11	54.45
			¹⁴ 25	¹⁵ 15		¹⁰ 7	7		8					62	56.65
15	3		¹⁴ 4	¹⁵ 13		6								41	53.07
30	10	27	52	35	20	29	46		18					267	55.61
										19				62	81
30	10	568	288	42	510	260	233	65	269	1,377	64	224	2,733	6,673	68.25

⁸ Excludes student motormen at 10 cents.

⁹ In addition the company pays a bonus of 1 cent per hour for each 1 cent in excess of 37 cents of passenger revenue per car mile.

¹⁰ At 58 cents.

¹¹ Includes 5 at 53 cents.

¹² At 55 cents.

¹³ Includes 4 at 58 cents.

¹⁴ At 53 cents.

¹⁵ Includes 6 at 55 cents.

TABLE XI. Employees and wages: (D) Classified weekly earnings
§ 1. Aggregate

OPERATING STREET RAILWAYS	FULL-TIME EMPLOYEES WITH					
	Less than \$20	\$20 but under \$25	\$25 but under \$27.50	\$27.50 but under \$30	\$30 but under \$32.50	\$32.50 but under \$35
RAPID TRANSIT ¹						
Interborough Rapid Transit.....	291	566	651	1,385	1,643	1,585
MANHATTAN AND BRONX SURFACE						
Third Avenue.....	61	124	138	269	229	145
Dry Dock, E. B'way & B.....			1		1	9
42d St., Manh. & St. N. Ave. ²		1	2	1	6	23
New York City Interborough ³		1	3	5	2	
Union ³		30	31	86	61	69
Weeatchester Electric.....		3	1	30	6	6
Third Ave. Ry. System in City.....	61	159	176	391	305	252
Second Avenue.....	1	23	18	26	27	22
New York Railways.....	88	30	29	92	234	138
Eighth & Ninth Avenues, Recr.....		23	34	29	44	41
New York & Harlem.....	5	12	16	19	29	20
Total.....	155	247	273	557	639	473
BROOKLYN SURFACE ¹						
New York Rapid Transit.....	228	637	515	712	558	605
Brooklyn & Queens Transit.....	46	132	332	399	539	577
South Brooklyn.....	4	16	28	17	22	17
B.-M. T. Corporation.....	122	130	48	89	99	122
Dept. of Pl. & Str. (Williamsburg Bridge Line). Bush Terminal ⁴	2 72	5	1	5	12	6
Total ¹	474	920	924	1,222	1,230	1,327
QUEENS SURFACE						
New York & Queens County, Recrs.....	5	3	7	28	26	26
Steinway Railways, Recrs.....		8	4	19	11	18
Jamaica Central.....	5	10	8	26	20	17
Manhattan & Queens.....			3	5	10	19
Total.....	10	21	22	78	67	80
RICHMOND SURFACE						
Richmond Railways ⁵	3	6	7	9	22	17
Southfield Beach ⁵						
Total.....	3	6	7	9	22	17
Grand total.....	933	1,760	1,877	3,251	3,601	3,482

¹ The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.² Includes Belt Line.³ Union includes all employees of the Southern Boulevard and platform men of the New York City Interborough.

of employees in specified occupations for the last week in June, 1930
by companies

WEEKLY EARNINGS OF —				FULL-TIME EMPLOYEES			PART-TIME EMPLOYEES	
\$35 but under \$40	\$40 but under \$45	\$45 but under \$50	\$50 and above	Total number	Total weekly earnings	Average weekly earnings	Num- ber	Total weekly earnings
3,118	2,000	1,397	1,742	14,378	\$562,466 12	\$39 12	3,980	\$106,591 95
256	231	132	143	1,728	\$65,368 45	\$37 83	206	\$6,165 19
15	13	20	2	61	2,541 68	41 67	50	1,613 73
89	143	34	2	301	12,249 07	40 69	92	2,800 64
.....	.....	12	1	24	955 90	39 83	3	127 80
152	183	204	82	898	36,195 46	40 31	384	11,741 23
11	20	48	4	129	5,135 88	39 81	27	832 54
523	590	450	234	3,141	122,446 44	38 98	762	23,281 13
22	20	11	16	186	6,416 88	34 50	63	1,503 63
362	158	123	94	1,348	49,664 01	36 84	607	14,907 24
56	36	23	30	316	11,466 60	36 29	37	795 36
58	45	26	21	251	9,368 15	37 32	93	1,979 29
1,021	849	633	395	5,242	\$199,362 08	\$38 03	1,562	\$42,466 65
1,140	667	721	614	6,397	\$228,902 03	\$35 78	481	\$9,714 98
1,424	956	602	102	5,109	188,270 40	36 85	991	20,527 56
30	40	24	7	205	7,360 52	35 90	28	573 85
183	106	113	87	1,099	37,402 48	34 03	58	1,527 31
23	13	6	6	79	2,922 33	36 99	3	75 77
.....	.....	.....	.....	72	1,355 33	18 82	.....	.....
2,800	1,782	1,466	816	12,961	\$466,213 09	\$35 97	1,561	\$32,419 47
39	32	14	13	193	\$7,470 19	\$38 71	36	\$781 42
19	14	14	5	112	4,066 94	36 31	109	2,998 52
41	19	5	11	162	5,893 48	36 38	16	164 25
27	12	5	8	89	3,446 25	38 72	27	409 13
126	77	38	37	556	\$20,876 86	\$37 55	188	\$4,353 32
102	16	3	10	195	\$7,261 29	\$37 24	.....	.....
.....	.....	.....	.....	.....	.....	.....	34	\$73 99
102	16	3	10	195	\$7,261 29	\$37 24	34	\$73 99
7,167	4,724	3,537	3,000	33,332	\$1,256,179 44	\$37 69	7,325	\$185,905 38

⁴ Total weekly earnings of the Bush Terminal Railroad employees have been estimated by the Division of Statistics and Accounts on the basis of the total yearly wages. See also note ¹², Div. A of this table.

⁵ The Richmond Railways furnishes all labor for the Southfield Beach.

TABLE XI. Employees and wages: (D) Classified weekly earnings
§ 2. All companies

OCCUPATIONS	FULL-TIME EMPLOYEES WITH					
	Less than \$20	\$20 but under \$25	\$25 but under \$27.50	\$27.50 but under \$30	\$30 but under \$32.50	\$32.50 but under \$35
GENERAL						
Managers, superintendents, etc.	1					4
Claim department employees (including lawyers)	17	15	19	18	9	24
Medical department (including doctors)	3	1	4	2	2	2
General office clerks	184	273	94	122	127	86
Telephone operators, messengers, etc.	46	19	12	4	3	1
Janitors and watchmen	20	69	50	13	10	7
Lunchroom employees	7	5	13	2		
Storekeepers and inventory men	4	6	19	25	53	3
Total	276	388	211	186	204	127
ENGINEERING						
Road and track men	3	67	167	436	410	279
Electric linemen	2	12	34	18	24	49
Other maintenance of way and structures employees	5	91	113	138	157	146
Total	10	170	314	592	591	474
MECHANICAL						
Machinists		7	23	38	324	81
Carpenters		2	4	28	130	102
Blacksmiths		4	19	8	20	15
Painters		1	2	26	19	41
Other shop employees	8	131	283	398	385	395
Total	8	145	331	498	878	634
POWER						
Boiler room employees	2		2	3	55	92
Engineers	1					
Other engine-room employees			6	16	48	35
Electric labor				4	16	3
Sub-station labor	2	4	9	39	27	38
Other power plant labor (incl. repairmen)	9	22	11	63	71	48
Total	14	26	28	125	217	216
TRANSPORTATION						
Inspectors, train starters, etc.			1	4	3	5
Passenger motormen — elevated and subway	3	7			1	5
Passenger motormen — surface electric	6	3	4	102	112	202
Operators	4	8	13	30	106	148
Conductors — elevated and subway			5	111	167	207
Conductors — surface electric	2	4	11	96	139	196
Elevated and subway guards		26	258	753	487	429
Freight, mail and express trainmen	69	6	18	12	11	5
Crossing tenders, flagmen, etc.	10	19	25	27	71	107
Other car service employees					11	1
Ticket agents	208	456	141	150	107	211
Gate-men and other platform men		2	22	80	36	108
Other station employees	33	195	282	203	19	51
Car cleaners	4	93	69	117	57	79
Other car house employees	11	176	130	140	362	262
Other transportation employees	2	16	8	23	10	7
Total	352	1,011	987	1,848	1,699	2,023
GARAGE, STABLE, TRUCKING						
Chauffeurs and truck drivers					3	2
Other garage, stable, trucking		2	3	2	9	6
Total		2	3	2	12	8
Superannuated employees	273	18	3			
Grand total	933	1,760	1,877	3,251	3,601	3,482

of employees in specified occupations for the last week in June, 1930
combined, by occupations

WEEKLY EARNINGS OF —				FULL-TIME EMPLOYEES			PART-TIME EMPLOYEES	
\$35 but under \$40	\$40 but under \$45	\$45 but under \$50	\$50 and above	Total number	Total weekly earnings	Average weekly earnings	Num- ber	Total weekly earnings
8	13	12	221	259	\$28,080 55	\$108 42	6	\$78 48
30	29	22	101	284	18,636 20	65 62	3	2 16
3	2	14	8	41	1,862 32	45 42	.....	.....
230	166	113	155	1,550	52,884 21	34 12	9	40 38
7	1	.....	.....	87	1,820 61	20 93	2	8 50
22	2	6	4	203	5,643 81	27 80	21	323 38
3	2	.....	1	33	838 83	25 42	12	69 85
50	6	7	15	188	6,536 61	34 77	2	43 75
353	221	174	505	2,645	\$116,303 14	\$43 97	55	\$566 50
621	273	83	241	2,580	\$92,598 19	\$35 89	595	\$16,307 18
101	48	41	30	359	13,334 61	37 14	26	394 34
305	316	318	441	2,030	84,283 65	41 52	1,489	44,221 51
1,027	637	442	712	4,969	\$190,216 45	\$38 28	2,110	\$60,923 03
240	222	125	92	1,152	\$44,536 78	\$38 66	153	\$4,516 81
199	81	27	27	600	22,152 37	36 92	82	2,281 14
40	17	6	12	141	5,132 89	36 40	15	336 95
43	45	23	7	207	7,724 23	37 32	21	592 30
578	346	236	147	2,907	103,022 22	35 44	392	10,381 92
1,100	711	417	285	5,007	\$182,568 49	\$36 46	663	\$18,109 12
58	55	36	22	325	\$12,480 16	\$38 40	21	\$504 95
1	19	3	56	80	4,427 39	55 34	4	162 09
47	12	3	1	168	5,796 62	34 50	11	273 18
14	14	18	36	105	4,822 61	45 93	2	85 66
118	30	51	127	445	18,757 80	42 15	17	448 29
96	80	50	61	511	19,237 39	37 65	42	1,151 38
334	210	161	303	1,634	\$65,521 97	\$40 10	97	\$2,625 55
63	141	476	272	965	\$46,798 49	\$48 50	61	\$1,727 11
34	388	617	610	1,665	80,584 05	48 40	107	3,267 71
608	433	164	25	1,659	63,920 42	38 53	690	15,262 70
643	535	449	75	2,011	82,445 78	41 00	767	20,219 38
397	262	180	40	1,369	52,307 74	38 21	174	4,076 66
549	382	100	10	1,489	56,172 65	37 73	869	22,365 50
552	214	69	19	2,807	92,267 57	32 87	691	15,697 06
6	1	.....	.....	128	3,039 08	23 74	12	212 47
290	200	152	59	960	37,624 57	39 19	48	835 24
6	.....	.....	.....	18	600 44	33 36	1	26 46
662	116	3	1	2,055	61,658 89	30 00	254	4,171 20
183	44	22	1	498	17,604 63	35 35	324	6,814 46
14	16	20	1	834	22,745 51	27 27	79	1,156 21
27	17	2	1	466	13,587 18	29 16	36	672 07
287	146	64	67	1,645	55,728 70	33 88	272	6,893 98
19	37	22	11	155	5,822 85	37 57	11	203 82
4,340	2,932	2,340	1,192	18,724	\$692,908 55	\$37 01	4,396	\$103,602 03
5	9	1	.....	20	\$757 33	\$37 87	.....	.....
8	4	2	3	39	1,398 91	35 87	4	\$79 15
13	13	3	3	59	\$2,156 24	\$36 55	4	\$79 15
.....	.....	.....	.....	294	\$6,504 60	\$22 12	.....	.....
7,167	4,724	3,537	3,000	33,332	\$1,256,179 44	\$37 69	7,325	\$185,905 38

TABLE XII. REVENUES FROM

OPERATING STREET RAILWAYS	REVENUE	
	Passenger	Freight
RAPID TRANSIT		
Interborough Rapid Transit	\$66,705,545 45	
Subway division	49,333,614 30	
Elevated division	17,371,931 15	
New York Rapid Transit (B.-M. T.)	35,721,680 80	
Total	\$102,427,226 25	
MANHATTAN SURFACE		
Third Avenue Ry. System Companies in Manhattan:		
Third Avenue	\$2,622,900 43	
Belt Line	258,867 64	
Dry Dock, E. B'way & B.	556,949 75	
42d St., Manh. & St. N. Ave.	1,968,989 13	
Third Ave. Ry. System Cos. in Manhattan ..	6,407,706 95	
Other Manhattan Companies:		
Second Avenue	710,072 90	
New York Railways	5,388,837 45	
Eighth & Ninth Avenues, Receiver	940,395 42	
New York & Harlem	873,608 02	
Other Manhattan Companies	7,912,913 79	
Total	\$13,320,620 74	
BRONX SURFACE		
Third Avenue Ry. System Companies in Bronx:		
New York City Interborough	\$1,766,890 60	
Southern Boulevard	558,354 65	
Union	4,959,108 35	
Westchester Electric	700,930 75	
Total	\$7,985,284 35	
BROOKLYN SURFACE		
Brooklyn & Queens Transit ¹	\$22,074,926 11	
South Brooklyn	552,161 74	\$304,049 92
Dept. of Pl. & Str. (Williamsburg Bridge Line) ..	293,731 63	
Manhattan Bridge Three Cent Line (to Nov. 13, 1929) ..	77,871 09	
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929) ..	12,198 89	
Bush Terminal	65 92	234,164 68
Total	\$23,010,955 38	\$538,214 60
QUEENS SURFACE		
New York & Queens County, Receivers	\$803,382 32	
Steinway Railways, Receivers	792,521 75	
Jamaica Central	663,446 05	
Ocean Electric (to August 26, 1928)		
Manhattan & Queens	506,399 22	
Total	\$2,765,749 34	
RICHMOND SURFACE		
Richmond Railways	\$647,257 45	
Southfield Beach	10,181 30	
Total	\$657,438 75	
Total, street surface lines	\$47,740,048 56	\$538,214 60
Grand total	\$150,167,274 81	\$538,214 60

¹ The company makes no segregation between Advertising Privileges and Other Car and Station Privileges.

² Transportation of letter carriers.

STREET RAILWAY OPERATIONS, 1930

FROM TRANSPORTATION				OTHER STREET RAILWAY OPERATING REVENUES	
Chartered car	Mis- cellaneous trans- portation	TOTAL		Advertising privileges	Other car and station privileges
		Amount	Increase or (D) decrease		
		\$66,705,645 45	\$2,654,749 10	¹ \$2,901,353 68	(¹)
		49,333,614 30	2,711,274 15	¹ 1,935,727 82	(¹)
		17,371,931 15	D 56,525 05	¹ 965,625 86	(¹)
\$372 00		35,722,052 80	1,180,104 39	420,000 00	\$809,512 66
\$372 00		\$102,427,598 25	\$3,834,853 49	\$3,321,353 68	\$809,512 66
		\$2,622,900 43	D \$271,454 00	\$27,027 50	
		258,867 64	D 46,910 59	2,677 50	
		556,949 75	D 20,796 30	5,701 25	
		1,968,989 13	D 144,690 01	20,195 00	
		5,407,706 95	D 483,850 90	55,601 25	
		710,072 90	D 136,242 85	5,624 99	
		5,388,837 45	D 530,196 39	115,000 00	
		940,395 42	D 348 50	31,250 16	
		873,608 02	D 128,639 09	20,000 00	
		7,912,913 79	D 794,729 83	171,875 15	
		\$13,320,620 74	D \$1,278,580 73	\$227,476 40	
\$150 00	² \$7,038 00	\$1,774,078 60	\$40,283 80	\$18,067 50	
1,452 50	² 2,376 00	560,730 65	D 26,775 10	5,750 00	
222 00	² 20,586 00	4,981,146 85	226,823 85	50,632 50	\$219 83
		701,152 75	D 31,955 65	7,192 50	944 83
\$1,824 50	\$30,000 00	\$8,017,108 85	\$208,376 90	\$81,642 50	\$1,164 66
		\$22,074,926 11	D \$562,815 87	\$231,933 29	\$17,500 00
		856,211 66	D 103,998 10	3,900 00	
		293,731 63	D 25,758 90	3,500 00	
		77,871 09	D 138,884 53	1,570 00	
		12,198 89	D 18,713 23		
		234,230 60	D 10,401 51		
		\$23,549,169 98	D \$860,572 14	\$240,903 29	\$17,500 00
\$135 00		\$803,517 32	\$28,401 15	\$5,168 67	\$7 20
15 00		792,536 75	D 33,348 10	5,000 00	
221 25	\$25 15	663,692 45	D 1,804 90	4,367 58	19 67
			D 10,323 60		
	51 00	506,450 22	19,887 14	1,700 00	
\$371 25	\$76 15	\$2,766,196 74	\$2,811 69	\$16,236 25	\$26 87
\$64 00		\$647,321 45	D \$46,211 86	\$4,721 16	\$51 00
		10,181 30	1,533 45		630 00
\$64 00		\$657,502 75	D \$44,678 41	\$4,721 16	\$681 00
\$2,259 75	\$30,076 15	\$48,310,599 06	D \$1,972,642 69	\$570,979 60	\$19,372 53
\$2,631 75	\$30,076 15	\$150,738,197 31	\$1,862,210 80	\$3,892,333 28	\$828,885 19

³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

TABLE XII. Revenues from street

OPERATING STREET RAILWAYS	OTHER (OR NON-TRANSPORTATION)		
	Rent of land and buildings	Rent of equipment	Rent of tracks and terminals
RAPID TRANSIT			
Interborough Rapid Transit.....	\$141,446 21	\$29,382 52	\$372,657 98
Subway division.....	51,192 28	29,382 52	372,423 28
Elevated division.....	90,253 93		234 70
New York Rapid Transit (B.-M. T.).....	137,112 30	6,908 50	1,887 18
Total.....	\$278,558 51	\$36,291 02	\$374,545 16
MANHATTAN SURFACE			
Third Ave. Ry. System Cos. in Manhattan:			
Third Avenue.....	\$294,735 80	\$601,016 05	\$35,850 00
Belt Line.....	40,425 44	8,205 00	750 00
Dry Dock, E. B'way & B.....	64,000 00	1,817 50	12,555 83
42d St., Manh. & St. N. Ave.....	33,500 00	456 25	336 08
Third Ave. Ry. System Cos. in Man.	432,661 24	611,494 80	49,491 91
Other Manhattan Companies:			
Second Avenue.....	138,000 00		9,793 20
New York Railways.....	20,589 86	128 75	9,168 92
Eighth & Ninth Avenues, Recr.....			11,917 55
New York & Harlem.....		387 25	4,710 51
Other Manhattan Companies.....	158,589 86	516 00	35,590 18
Total.....	\$591,251 10	\$612,010 80	\$85,082 09
BRONX SURFACE			
Third Ave. Ry. System Cos. in Bronx:			
New York City Interborough.....		\$9,185 10	
Southern Boulevard.....			
Union.....	\$58,251 67	42,258 35	\$4,300 00
Westchester Electric.....	9,356 32	9,272 86	49,364 95
Total.....	\$67,607 99	\$60,716 31	\$53,664 95
BROOKLYN SURFACE			
Brooklyn & Queens Transit ²	\$84,890 49	\$146,781 95	\$54,657 87
South Brooklyn.....	118,152 17	43,422 00	1,485 57
Dept. of Pl. & Str. (Williamsburg Bridge Line).....			
Manhattan Bridge Three Cent Line (to Nov. 13, 1930).....			
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1930).....			
Bush Terminal.....			
Total.....	\$203,042 66	\$190,203 95	\$56,143 44
QUEENS SURFACE			
New York & Queens County, Receivers.....	\$5,405 06		
Steinway Railways, Receivers.....			\$1,212 44
Jamaica Central.....	1,500 00	\$194 51	120 00
Ocean Electric (to August 26, 1928).....			
Manhattan & Queens.....			680 00
Total.....	\$6,905 06	\$194 51	\$2,012 44
RICHMOND SURFACE			
Richmond Railways.....		\$387 38	
Southfield Beach.....			
Total.....		\$387 38	
Total, street surface lines.....	\$868,806 81	\$863,512 95	\$196,902 92
Grand total.....	\$1,147,365 32	\$899,803 97	\$571,448 08

¹ Includes \$123,663.07 charged to the Elevated Division on account of joint operation of the Queensboro Subway, Lexington Avenue Line and White Plains Road Line; and \$176,000.77 charged to the New York Rapid Transit on account of joint operation of Queensboro Subway.

² See note 2 on preceding double page.

³ Includes Storage charges, \$290.24 and Demurrage, \$13,426.

⁴ Includes Interest, \$144,992.45 for the six months ended June 30, 1930. Prior to January 1, 1930, this interest was included in Non-Operating Income. The details are as follows:

Interest on	Subway Division	Elevated Division	Total
Securities deposited with State Industrial Commi.	\$13,394 77	\$8,431 48	\$21,826 25
Bank Balances.....	60,281 37	6,383 71	66,665 08

railway operations, 1930 — Concluded

STREET RAILWAY OPERATING REVENUES — <i>Concluded</i>				TOTAL STREET RAILWAY OPERATING REVENUES	
Sale of power	Miscellaneous	TOTAL		Amount	Increase or (D) decrease
		Amount	Increase or (D) decrease		
\$2,079,701 05	\$161,780 28	\$5,686,321 72	\$562,823 14	\$72,391,867 17	\$3,217,572 24
1,457,586 24	131,008 78	3,977,320 92	414,232 32	53,310,935 22	3,125,506 47
622,114 81	30,771 50	1,709,000 80	148,590 82	19,080,931 95	92,065 77
2,223 11	11,998 28	1,389,642 03	18,611 27	37,111,694 83	1,198,715 66
\$2,081,924 16	\$173,778 56	\$7,075,963 75	\$581,434 41	\$109,503,562 00	\$4,416,287 90
\$1,137,160 01		\$2,095,789 36	\$3,475 13	\$4,718,689 79	D \$267,978 87
		52,057 94	D 794 45	310,925 58	D 47,705 04
		84,074 58	47 10	641,024 33	D 20,749 20
		54,487 33	D 640 55	2,023,476 46	D 145,339 56
1,137,160 01		2,286,409 21	2,078 23	7,694,116 16	D 481,772 67
		153,418 19	167 96	863,491 09	D 136,074 89
309,379 21	\$253 26	454,520 00	2,593 85	5,843,357 45	D 527,602 54
		43,167 71	165 67	983,563 13	514 17
		25,097 76	D 575 26	898,705 78	D 129,214 35
309,379 21	253 26	676,203 66	2,352 22	8,589,117 45	D 792,377 61
\$1,446,539 22	\$253 26	\$2,962,612 87	\$4,430 45	\$16,283,233 61	D \$1,274,150 28
		\$27,252 60	\$6,806 40	\$1,801,331 20	\$17,090 20
		5,750 00	D 53 75	566,480 65	D 26,828 85
\$1,042 24		156,704 59	D 26,716 62	5,137,851 44	200,107 23
		76,131 46	24,939 79	777,284 21	D 7,015 86
\$1,042 24		\$265,838 65	\$4,975 82	\$8,282,947 50	\$213,352 72
\$16,005 46	\$1,123 88	\$552,892 94	D \$106,009 92	\$22,627,819 05	D \$668,825 79
	13,742 04	180,701 78	1,171 50	1,036,913 44	D 102,826 60
		3,500 00		297,231 63	D 25,758 90
		1,570 00	D 1,709 88	79,441 09	D 140,594 41
				12,198 89	D 18,713 23
				234,230 60	D 10,401 51
\$16,005 46	\$14,865 92	\$738,664 72	D \$106,548 30	\$24,287,834 70	D \$967,120 44
\$108,917 09		\$119,498 02	D \$3,704 99	\$923,015 34	\$24,696 16
		6,212 44	1,212 44	798,749 19	D 32,135 66
		6,201 76	633 08	669,894 21	D 1,171 82
			D 200 00		D 10,523 60
	\$88 92	2,468 92	207 42	508,919 14	20,094 56
\$108,917 09	\$88 92	\$134,381 14	D \$1,852 05	\$2,900,577 88	\$959 64
		\$5,159 54	\$614 08	\$652,480 99	D \$45,597 78
		630 00	D 251 78	10,811 30	1,281 67
		\$5,789 54	\$362 30	\$663,292 29	D \$44,316 11
\$1,572,504 01	\$15,208 10	\$4,107,286 92	D \$98,631 78	\$52,417,885 98	D \$2,071,274 47
\$3,654,428 17	\$188,986 66	\$11,183,250 67	\$482,802 63	\$161,921,447 98	\$2,345,013 43

Securities deposited under Contract No. 3, Depreciation Funds:

Municipal Securities	49,543 63	49,543 63
Industrial Securities	948 62	948 62
Manhattan Ry. Co. Consol. Mtge. 4% Bonds in Investment of Amort. of Discount and Expense, Man. Ry. Co. 2d Mtge. 4% Bonds (\$21,000)	363 66	363 66
Amount (Bank Balances) deposited under:		
Contract No. 3 Depreciation Funds	5,052 56	5,052 56
Elev. Ext. Certificate Depreciation Funds	592 65	592 65
Total	\$129,220 95	\$144,992 45

TABLE XIII. OPERATING EXPENSES, 1930: (A) Summary for all

OPERATING STREET RAILWAYS	MAINTENANCE OF			
	Superintendence of way and structures	Maintenance of way ²	Paving	Cleaning and sanding track and removal of snow, ice and sand
RAPID TRANSIT				
Interborough Rapid Transit.....	\$995,356 05	\$4,376,809 40		\$275,153 83
Subway division.....	703,113 74	2,848,400 76		261,445 82
Elevated division.....	292,242 31	1,528,408 64		13,708 01
New York Rapid Transit (B.-M. T.).....	240,597 32	1,837,385 04	\$375 00	66,583 13
Total.....	\$1,235,953 37	\$6,214,194 44	\$375 00	\$341,736 96
MANHATTAN SURFACE				
Third Ave. Ry. System Cos. in Manhattan:				
Third Avenue.....	\$47,525 94	\$295,780 56	\$66,757 99	\$14,296 42
Belt Line.....	3,221 25	19,432 37	8,721 75	1,780 48
Dry Dock, E. B'way & B.....	7,368 87	51,688 51	28,520 27	4,133 89
42d St., Manh. & St. N. Ave.....	18,154 16	86,362 76	46,708 29	7,651 46
Third Ave. Ry. System Cos. in Manh.....	76,270 22	453,264 20	150,708 30	27,862 25
Other Manhattan Companies:				
Second Avenue.....	6,422 00	40,541 36	26,857 33	1,638 03
New York Railways.....	34,698 62	251,686 23	181,834 83	*94,771 59
Eighth & Ninth Avenues, Receiver.....	12,287 15	68,697 36	18,425 27	26,008 29
New York & Harlem.....	7,902 84	67,662 35	49,481 04	15,627 90
Other Manhattan Companies.....	61,310 61	428,587 50	276,598 47	138,045 81
Total.....	\$137,580 83	\$881,851 50	\$427,306 77	\$165,908 06
BRONX SURFACE				
Third Ave. Ry. System Cos. in Bronx:				
New York City Interborough.....	\$13,494 50	\$95,492 51	\$126,457 56	\$10,457 46
Southern Boulevard.....	5,356 13	27,050 82	23,748 22	3,258 10
Union.....	43,799 18	358,353 03	281,953 93	32,878 65
Westchester Electric.....	6,955 77	38,771 17	25,788 39	10,640 87
Total.....	69,605 58	\$519,667 53	\$457,948 10	\$57,235 08
BROOKLYN SURFACE				
Brooklyn Heights ⁴				
Brooklyn & Queens Transit ⁵	\$200,247 28	\$1,014,755 05	\$531,018 72	\$59,201 82
South Brooklyn.....	831 76	50,201 34	2,192 08	525 74
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	3,200 16	16,506 71		548 87
Manhattan Bridge Three Cent Line (to 11/13/29).....		2,973 82		326 30
Van Brunt St. & Erie Basin, Recr. (to 12/14/29).....				
Bush Terminal.....		12,477 62	726 65	
Total.....	\$204,279 20	\$1,096,914 54	\$533,937 45	\$60,602 73
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$10,604 51	\$57,747 89	\$63,312 37	\$5,923 93
Steinway Railways, Receivers.....	5,570 19	122,778 62	52,918 84	7,488 18
Jamaica Central.....	4,567 64	42,585 30	12,784 60	3,324 73
Ocean Electric (to Aug. 26, 1928).....				
Manhattan & Queens.....		3,875 71	1,894 76	1,918 35
Total.....	\$20,742 34	\$226,987 52	\$130,910 57	\$18,655 19
RICHMOND SURFACE				
Richmond Railways.....	\$3,685 17	\$51,947 14	\$8,855 22	\$8,268 22
Southfield Beach.....	72 00	979 43		
Total.....	\$3,757 17	\$52,926 57	\$8,855 22	\$8,268 22
Total, street surface lines.....	\$435,965 12	\$2,778,347 66	\$1,558,958 11	\$310,669 28
Grand total.....	\$1,671,918 49	\$8,992,542 10	\$1,559,333 11	\$652,406 24

* Signifies that the Company has failed to make a charge for depreciation; see note 2.

¹ Class A classification is used by corporations with annual operating revenues of more than \$500,000 and also by corporations affiliated with such class A corporations, even though with operating revenues under \$500,000; class B classification is used by corporations with annual operating revenues of more than \$100,000 but not more than \$500,000, except as modified above; class C classification is used by corporations with annual revenues of not more than \$100,000, except as modified above.

² Depreciation — Inasmuch as the definition of expenses, in the Uniform System of Accounts prescribed by this Commission, includes capital consumed in operation, the accounting order provides for a charge to operating expenses for the estimated depreciation accrued during each month in addition to actual disbursements for repairs. Where a company has failed to make a charge for depreciation, a reference mark (*) has been placed against the totals of the maintenance groups and the grand total of operating expenses. Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from (or charged against) the depreciation reserve. Actual expenditures of the Companies reporting credits are

corporations by accounts of class C classification (the least detailed)¹

WAY AND STRUCTURES

Maintenance of electric line	Repairs of buildings and structures	Joint way and structures	Depreciation of way and structures ²	Total, 1930 ²	Total, 1929 ²	Increase 1930 over 1929
\$622,101 01	\$1,374,714 12	Cr \$135,678 74	\$52,500 00	\$7,560,955 67	\$4,576,761 31	\$2,984,194 36
453,478 30	1,077,015 31	Cr 254,478 88	50,000 00	5,138,975 05	3,327,293 92	1,811,681 13
168,622 71	297,698 81	Cr 118,800 14	2,500 00	2,421,980 62	1,249,467 39	1,172,513 23
245,190 12	505,975 25	127,998 57	320,000 00	3,344,104 43	3,236,518 98	107,585 45
\$867,291 13	\$1,880,689 37	Cr \$7,680 17	\$372,500 00	\$10,905,060 10	\$7,813,280 29	\$3,091,779 81
\$45,564 47	\$121,786 95	Cr \$28,490 59	Cr \$5,504 12	\$557,717 62	\$680,013 22	D \$122,295 60
2,828 70	13,189 53	.....	.....	*49,174 08	*60,910 07	D 11,735 99
10,728 81	8,095 20	.....	Cr 1,079 28	*109,456 27	*126,572 82	D 17,116 55
36,427 00	.....	.....	Cr 1,908 80	*193,394 87	*191,551 30	1,843 57
95,548 98	143,071 68	Cr 28,490 59	Cr 8,492 20	909,742 84	1,059,047 41	D 149,304 67
33,930 22	1,081 20	32,179 53	Cr 7,735 82	*134,913 85	*166,460 69	D 31,546 84
122,394 44	29,531 84	Cr 11,780 87	78,244 75	781,381 43	*858,259 90	D 76,878 47
31,087 90	10,362 66	.....	.....	*166,868 63	*147,928 30	18,940 33
25,791 07	270 14	.....	.....	*166,735 34	*201,517 24	D 34,781 90
\$13,203 63	\$1,245 84	20,398 66	70,508 93	1,249,899 25	1,374,166 15	D 124,266 88
\$308,752 61	\$184,317 52	Cr \$8,091 93	\$62,016 73	\$2,159,642 09	\$2,433,213 54	D \$273,571 45
\$33,345 07	.....	.....	Cr \$2,729 14	*276,517 96	*151,487 71	\$125,030 25
9,019 02	.....	.....	Cr 669 12	*67,763 17	*95,153 20	D 27,390 03
100,789 81	\$32,733 16	\$38,953 66	Cr 8,693 85	*890,767 57	*766,762 81	114,004 76
17,288 80	6,315 76	Cr 14,415 50	Cr 893 67	*281,451 59	*138,323 00	D 47,876 41
\$160,442 70	\$39,048 92	\$24,538 16	Cr \$12,985 78	\$1,315,500 29	\$1,151,731 72	\$163,768 57
\$267,761 37	\$141,732 36	.....	\$19,723 64	\$2,234,440 24	\$2,773,165 66	D \$538,725 42
7,915 47	6,745 55	.....	4,999 99	73,411 93	71,016 98	2,394 95
5,285 16	.....	.....	.....	*25,540 90	*26,474 61	D 933 71
2,148 39	115 75	.....	2,754 64	8,318 90	15,818 36	D 7,499 46
3,153 90	.....	.....	.....	*16,358 17	*384 83	D 384 83
.....	.....	.....	.....	.....	*11,131 97	5,226 20
\$286,264 29	\$148,593 66	.....	\$27,478 27	\$2,358,070 14	\$2,897,992 41	D \$539,922 27
\$16,596 60	\$1,371 77	.....	\$23,871 38	\$184,428 45	\$115,359 91	\$69,068 54
12,850 31	1,903 61	.....	.....	*203,509 75	*151,985 73	51,524 02
10,770 49	1,081 85	.....	18,412 74	93,527 35	105,734 91	D 12,207 56
.....	.....	.....	.....	.....	2,026 48	D 2,026 48
1,137 94	3,836 80	.....	14,450 97	27,114 53	28,498 63	D 1,384 10
\$41,355 34	\$8,194 03	.....	\$61,735 09	\$508,580 08	\$403,605 66	\$104,974 42
\$12,517 57	\$3,366 36	.....	.....	*888,639 68	*892,421 91	D \$3,782 23
82 04	648 97	.....	.....	*1,782 44	*1,964 24	D 181 80
\$12,599 61	\$4,015 33	.....	.....	\$90,422 12	\$94,386 15	D \$3,964 03
\$809,414 55	\$384,169 46	\$16,446 23	\$138,244 31	\$6,432,214 72	\$6,980,929 48	D \$548,714 76
\$1,676,705 68	\$2,264,858 83	\$8,766 06	\$510,744 31	\$17,337,274 82	\$14,794,209 77	\$2,543,065 05

understated by the amount of these credits, and in addition, no provision is made for depreciation. The footnote has been placed against total maintenance figures of these companies. See last double page of this Div.

² Other than Paving, Cleaning and sanding track and Removal of snow, ice and sand.

³ Discontinued operation May 18, 1924; the assets were turned over to and liabilities assumed by the B.-M. T. Corp. pursuant to order of U. S. District Court dated July 10, 1929.

⁴ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

⁵ The excess of credits to Subway division over charges to Elevated division represents credits made for joint operation with the New York Rapid Transit of the Queensboro lines.

⁷ Represents Second Avenue R. R. Co., Receiver, from July 1, 1928 to March 11, 1929 and Second Avenue R. R. Corp. from March 12 to June 30, 1929.

⁸ Includes Tube cleaning, \$42,793.51.

TABLE XIII. Operating expenses, 1930: (A) Summary for all corporations

OPERATING STREET RAILWAYS	MAINTENANCE OF		
	Superintend- ence of equipment	Repairs of power equipment	Repairs of cars and locomotives
RAPID TRANSIT			
Interborough Rapid Transit	\$686,320 93	\$823,571 64	\$4,143,522 18
Subway division	437,158 38	525,311 01	2,834,978 12
Elevated division	249,162 55	298,260 63	1,308,544 06
New York Rapid Transit (B.-M. T.)	120,073 91	1,425 17	2,277,783 27
Total	\$806,394 84	\$824,996 81	\$6,421,305 45
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue	\$7,504 77	\$5,716 30	\$268,329 89
Beit Line	686 23		18,113 52
Dry Dock, E. B'way & B.	2,397 07	198 94	58,036 97
42d St., Manh. & St. N. Ave.	5,458 89		143,685 60
Third Avenue Ry. System Cos. in Manhattan.	16,046 96	5,916 24	488,166 98
Other Manhattan Companies:			
Second Avenue	7,555 50		82,318 74
New York Railways	40,715 44	1,101 03	267,397 19
Eighth & Ninth Avenues, Receiver	7,862 71		83,092 46
New York & Harlem	4,176 71		45,896 14
Other Manhattan Companies	60,310 36	1,101 03	478,704 53
Total	\$76,357 32	\$7,016 27	\$966,870 51
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough	\$3,290 93		\$93,003 38
Southern Boulevard	1,097 15		31,374 79
Union	6,031 54	\$3,910 22	214,106 06
Westchester Electric	1,722 47	277 77	62,063 46
Total	\$12,142 09	\$4,187 99	\$400,547 69
BROOKLYN SURFACE			
Brooklyn Heights ³			\$1,396,091 21
Brooklyn & Queens Transit ⁴	\$32,124 10		60,221 95
South Brooklyn	Cr 4,021 52		49,917 52
Dept. of Pl. & Str. (Williamsburg Bridge Line)	4,233 18		2,642 48
Manhattan Bridge Three Cent Line (to Nov. 13, 1929)			123 19
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929)			11,727 59
Bush Terminal			
Total	\$32,335 76		\$1,520,723 94
QUEENS SURFACE			
New York & Queens County, Receivers	\$7,591 02	\$145 34	\$54,807 47
Steinway Railways, Receivers	1,819 27		70,372 87
Jamaica Central	4,891 55	630 85	39,451 01
Ocean Electric (to Aug. 26, 1928)			
Manhattan & Queens	2,320 35		49,438 71
Total	\$16,622 19	\$776 19	\$214,070 06
RICHMOND SURFACE			
Richmond Railways	\$5,854 38		\$51,966 64
Southfield Beach	49 00		117 52
Total	\$5,903 38		\$52,084 16
Total, street surface lines	\$143,360 74	\$11,980 45	\$3,154,290 36
Grand total	\$949,755 58	\$836,977 26	\$9,575,001 81

* Signifies that company has failed to make a charge for depreciation; see note 2 on preceding double page.

^{1,2} See these notes on preceding double page.

³ See note 4 on preceding double page.

by accounts of class C classification (the least detailed) ¹—Continued

EQUIPMENT

Repairs of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Maintaining joint equipment	Depreciation of equipment ²	Total, 1930 ²	Total, 1929 ²	Increase 1930 over 1929
\$1,998,726 34	\$1,215,906 24	Cr \$4,531 89	\$997,500 00	\$9,861,015 44	² \$6,613,202 84	\$3,247,812 60
1,383,919 22	834,926 84	Cr 6,762 91	950,000 00	6,959,530 66	² 5,204,228 97	1,755,301 69
614,807 12	380,979 40	2,231 02	47,500 00	2,901,484 78	² 1,408,973 87	1,492,510 91
1,057,528 47	690,328 84	4,770 03	480,000 00	4,631,909 69	4,333,307 95	298,601 74
\$3,056,254 81	\$1,906,235 08	\$238 14	\$1,477,500 00	\$14,492,925 13	\$10,946,510 79	\$3,546,414 34
\$97,476 05	\$40,033 88		Cr \$4,318 66	² \$414,742 23	*\$380,558 76	\$34,183 47
7,685 87	3,166 40			² 29,652 02	² 29,844 43	D 192 41
23,715 34	10,932 25		Cr 952 28	² 94,298 29	*88,948 91	5,349 38
60,227 12	25,203 22		Cr 2,416 74	² 232,158 09	*221,777 57	10,380 52
189,104 38	79,335 75		Cr 7,717 68	770,850 63	721,129 67	49,720 96
19,689 92	8,190 37		Cr 18,344 31	² 99,410 22	⁶ 124,865 67	D 25,455 45
207,802 38	92,090 48	Cr 27 14	Cr 43,251 44	² 565,827 94	² 621,498 57	D 55,670 63
64,218 11	9,518 41			*164,691 69	*145,567 70	19,123 99
34,377 69	9,026 42		21,112 10	114,589 06	115,106 84	D 517 78
326,088 10	118,825 68	Cr 27 14	Cr 40,483 65	944,518 91	1,007,038 78	D 62,519 87
\$515,192 48	\$198,161 43	Cr \$27 14	Cr \$48,201 33	\$1,715,369 54	\$1,728,168 45	D \$12,798 91
\$36,310 60	\$8,804 30		Cr \$1,457 38	² \$139,951 83	*\$129,658 62	\$10,293 21
12,273 14	2,971 33		Cr 491 90	² 47,224 51	*45,400 67	1,823 84
83,624 09	20,933 23		Cr 3,385 28	² 325,219 86	*311,232 39	13,987 47
22,128 28	6,906 44		⁶ 3,297 51	96,395 93	*87,781 43	8,614 50
\$154,336 11	\$39,615 30		Cr \$2,037 05	\$608,792 13	\$574,073 11	\$34,719 02
\$570,837 71	\$422,395 36		\$222,900 00	\$2,644,348 38	\$3,096,391 31	D \$362,042 93
24,266 14	18,362 42		10,000 01	108,829 00	178,651 31	D 69,822 31
15,754 48	3,605 32			*73,510 50	*86,404 23	D 12,893 78
4,237 90	368 11		1,100 00	8,348 49	26,555 84	D 18,207 35
	2,157 00			*2,280 19	*6,386 36	D 4,106 17
				*11,727 59	*8,826 64	2,900 95
\$615,096 23	\$446,888 21		\$234,000 01	\$2,849,044 15	\$3,313,215 74	D \$464,171 59
\$26,187 07	\$5,731 61		\$28,871 43	\$123,333 94	\$113,789 37	\$9,544 57
25,625 29	6,151 60			*103,969 03	*92,011 49	11,957 54
13,883 10	1,752 95		21,106 98	81,716 44	84,204 16	D 2,487 72
					1,472 67	D 1,472 67
21,784 61	1,455 32		13,549 03	88,548 02	88,786 49	D 238 47
\$87,480 07	\$15,091 48		\$63,527 44	\$397,567 43	\$380,264 18	\$17,303 25
\$22,174 28	\$4,882 41			*\$84,877 71	*\$89,718 94	D \$4,841 23
93 42				² 259 94	⁴ 446 26	D 186 32
\$22,267 70	\$4,882 41			\$85,137 65	\$90,165 20	D \$5,027 55
\$1,394,372 59	\$704,638 83	Cr \$27 14	\$247,289 07	\$5,655,910 90	\$6,085,886 68	D \$429,975 78
\$4,450,627 40	\$2,610,873 91	\$211 00	\$1,724,789 07	\$20,148,836 03	\$17,032,397 47	\$3,116,438 56

⁴ See note 5 on preceding double page.⁵ See note 7 on preceding double page.⁶ Includes \$4,256.87, depreciation of revenue buses.

TABLE XIII. Operating expenses, 1930: (A) Summary for all corporations

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Power plant labor	Sub- station labor	Fuel for power
RAPID TRANSIT			
Interborough Rapid Transit.....	\$1,096,004 30	\$503,570 33	\$4,657,244 46
Subway division.....	627,462 21	419,180 82	2,330,013 86
Elevated division.....	468,542 09	84,389 51	2,327,230 60
New York Rapid Transit (B.-M. T.).....	10,200 00		
Total.....	\$1,106,204 30	\$503,570 33	\$4,657,244 46
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....		\$40,755 87	
Belt Line.....			
Dry Dock, E. B'way & B.....		1,995 49	
42d St., Manh. & St. N. Ave.....			
Third Avenue Ry. System Cos. in Manhattan.		42,751 86	
Other Manhattan Companies:			
Second Avenue.....			
New York Railways.....		94,000 79	
Eighth & Ninth Avenues, Receiver.....			
New York & Harlem.....			
Other Manhattan companies.....		94,000 79	
Total.....		\$136,752 15	
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....			
Southern Boulevard.....			
Union.....		\$25,727 98	
Westchester Electric.....		12,257 80	
Total.....		\$37,985 78	
BROOKLYN SURFACE			
Brooklyn Heights ¹			
Brooklyn & Queens Transit ²			
South Brooklyn.....			
Dept. of Pl. & Str. (Williamsburg Bridge Line).....		\$7,205 80	
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....			
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....			
Bush Terminal.....			
Total.....		\$7,205 80	
QUEENS SURFACE			
New York & Queens County, Receivers.....		\$18,356 82	
Steinway Railways, Receivers.....			
Jamaica Central.....		4,770 95	
Ocean Electric (to Aug. 26, 1928).....			
Manhattan & Queens.....			
Total.....		\$23,127 77	
RICHMOND SURFACE			
Richmond Railways.....			
Southfield Beach.....			
Total.....			
Total, street surface lines.....		\$205,071 50	
Grand total.....	\$1,106,204 30	\$708,641 83	\$4,657,244 46

¹ See note 1 on first double page of this table.² See note 4 on first double page of this table.³ See note 5 on first double page of this table.⁴ Includes storage battery maintenance, \$20,696.85.

by accounts of class C classification (the least detailed) ¹—Continued

EXPENSES — OPERATION OF POWER PLANT

Other power supplies and expenses	Power purchased	Power exchanged, balance (incl. other operations)	Total, 1930	Total, 1929	Increase 1930 over 1929
\$276,547 92	\$30,839 88		\$6,564,206 89	\$6,493,209 61	\$70,997 28
202,946 88	30,736 49	\$2,073,975 93	5,684,316 19	5,547,295 45	137,020 74
73,601 04	103 39	Cr 2,073,975 93	879,890 70	945,914 16	D 66,023 46
	5,212,026 32		5,222,226 32	5,000,540 25	221,686 07
\$276,547 92	\$5,242,866 20		\$11,786,433 21	\$11,493,749 86	\$292,683 35
\$545 40	\$868,653 25	\$333 39	\$910,287 91	\$923,204 29	D \$12,916 38
	28,411 08		28,411 08	29,461 89	D 1,050 81
* 20,944 78	62,431 86		85,372 13	90,127 33	D 4,755 20
* 5,954 70	157,505 88		163,460 58	175,036 50	D 11,575 92
27,444 88	1,117,002 07	333 39	1,187,631 70	1,217,830 01	D 30,298 31
	163,998 29		163,998 29	* 177,964 18	D 13,965 89
3,054 97	389,396 94	Cr 195 12	486,257 58	496,684 63	D 10,427 05
	164,387 18		164,387 18	142,928 22	21,458 96
	205,749 48		205,749 48	207,387 70	D 1,638 22
3,054 97	923,631 39	Cr 195 12	1,020,392 53	1,024,964 73	D 4,572 20
\$30,499 85	\$2,040,533 96	\$138 27	\$2,207,924 23	\$2,242,794 74	D \$34,870 51
	\$125,417 00		\$125,417 00	\$132,534 86	D \$7,117 86
	47,025 37		47,025 37	49,210 52	D 2,185 15
\$1,970 45	492,543 15	\$27,832 44	548,074 02	530,710 57	17,363 45
270 91	81,207 39	Cr 6,606 00	87,130 10	87,360 96	D 230 86
\$2,241 36	\$746,192 91	\$21,226 44	\$807,646 49	\$799,816 91	\$7,829 58
	\$2,242,836 82		\$2,242,836 82	\$2,259,815 00	D \$16,978 18
	19,865 56		19,865 56	19,442 14	423 42
\$5 28	24,312 04		31,523 12	32,149 89	D 926 77
	9,080 50		9,080 50	26,313 77	D 17,233 27
	1,983 98		1,983 98	5,026 97	D 3,042 99
	5,581 50		5,581 50	6,006 50	D 425 00
\$5 28	\$2,303,660 40		\$2,310,871 48	\$2,349,054 27	D \$38,182 79
\$935 46	\$155,880 24		\$175,172 52	\$169,206 80	\$5,965 72
	141,373 66		141,373 66	144,843 37	D 3,469 71
342 37	69,498 17		74,611 49	78,714 48	D 4,102 99
				1,911 26	D 1,911 26
	79,920 11	* \$954 10	80,874 21	80,340 77	533 44
\$1,277 83	\$446,672 18	\$954 10	\$472,031 88	\$475,016 68	D \$2,984 80
	\$99,431 70		\$99,431 70	\$99,877 24	D \$445 54
	1,210 57		1,210 57	1,192 33	18 24
	\$100,642 27		\$100,642 27	\$101,069 57	D \$427 30
\$34,024 32	\$5,637,701 72	\$22,318 81	\$5,899,116 35	\$5,967,752 17	D \$68,635 82
\$310,572 24	\$10,880,567 92	\$22,318 81	\$17,685,549 56	\$17,461,502 03	\$224,047 53

⁵ Storage battery maintenance.⁶ See note 7 on first double page of this table.⁷ As reported; represents cost of power used by respondent's cars on Brooklyn & Queens Transit tracks.

TABLE XIII. Operating expenses, 1930: (A) Summary for all corporations

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Superintend- ence of transportation	Motormen and operators	Conductors and other trainmen
RAPID TRANSIT			
Interborough Rapid Transit	\$859,543 88	\$2,528,194 85	\$5,197,287 67
Subway division	531,471 61	1,390,270 41	2,609,139 00
Elevated division	328,072 27	1,137,924 44	2,588,148 67
New York Rapid Transit (B.-M. T.)	652,854 62	1,729,447 95	2,421,084 66
Total	\$1,512,398 50	\$4,257,642 80	\$7,618,372 33
MANHATTAN SURFACE			
Third Avenue Ry. System Companies in Manhattan:			
Third Avenue	\$105,182 22	\$427,668 05	\$282,264 94
Belt Line	24,231 35	59,714 19	(^b)
Dry Dock, E. B'way & B	47,368 45	134,039 75	37,509 41
42d St., Manh. & St. N. Ave.	69,944 55	315,217 30	292,200 38
Third Avenue Ry. System Cos. in Manhattan ..	246,726 67	936,639 29	611,974 73
Other Manhattan Companies:			
Second Avenue	33,234 91	161,725 12	(^b)
New York Railways	212,300 41	1,000,062 40	729,745 66
Eighth & Ninth Avenues, Receiver ..	54,121 92	215,540 85	2,305 63
New York & Harlem	58,141 96	222,614 34	53,743 03
Other Manhattan Companies	357,799 20	1,599,942 71	785,794 32
Total	\$604,525 77	\$2,536,582 00	\$1,397,769 05
BRONX SURFACE			
Third Avenue Ry. System Companies in Bronx:			
New York City Interborough	\$57,572 20	\$259,626 84	\$93,081 45
Southern Boulevard	22,108 05	82,282 81	51,880 26
Union	184,590 54	765,043 63	516,517 71
Westchester Electric	43,021 46	158,227 78	(^b)
Total	\$307,292 25	\$1,265,181 06	\$651,479 42
BROOKLYN SURFACE			
Brooklyn Heights ²	\$972,662 69	\$4,096,879 88	\$2,580,992 08
Brooklyn & Queens Transit ³	81,455 99	7 171,544 16	4,657 12
South Brooklyn	13,185 13	51,419 06	(^b)
Dept. of Pl. & Str. (Williamsburg Bridge Line) ..	9,778 65	11,136 92	10,112 12
Manhattan Bridge Three Cent Line (to Nov. 13, 1929) ..	2,065 00	3,034 20	3,034 21
Van Brunt St. & Erie Basin, Reer. (to Dec. 14, 1929) ..		* 37,220 00	(^b)
Bush Terminal			
Total	\$1,079,147 46	\$4,371,234 22	\$2,598,795 53
QUEENS SURFACE			
New York & Queens County, Receivers	\$50,927 13	\$138,097 31	(^b)
Steinway Railways, Receivers	45,234 70	147,569 69	\$61,133 00
Jamaica Central	37,990 83	102,877 47	12,198 00
Ocean Electric (to Aug. 26, 1928)	21,987 29	58,306 88	55,781 28
Manhattan & Queens			
Total	\$156,139 95	\$446,851 35	\$129,112 28
RICHMOND SURFACE			
Richmond Railways	\$24,168 00	\$135,149 98	(^b)
Southfield Beach	36 00	2,729 06	(^b)
Total	\$24,204 00	\$137,879 04	
Total, street surface lines	\$2,171,309 43	\$8,757,727 67	\$4,777,156 28
Grand total	\$3,683,707 93	\$13,015,370 47	\$12,395,528 61

¹ See note 1 on first double page of this table.² See note 4 on first double page of this table.³ See note 5 on first double page of this table.⁴ The excess of credits to Subway division over charges to Elevated division represents credits made for joint operation with the New York Rapid Transit of the Queensboro lines.

TENTH ANNUAL REPORT, 1930

225

by accounts of class C classification (the least detailed) ¹—Continued

EXPENSES — OPERATION OF CARS

Car house employees and expenses	Miscellaneous transportation expenses	Joint operation of cars	Total, 1930	Total, 1929	Increase 1930 over 1929
\$2,145,826 31	\$6,882,101 18	⁴ Cr \$303,740 42	\$17,309,213 47	\$16,672,044 67	\$637,168 80
1,603,401 67	4,595,439 32	⁴ Cr 607,169 27	10,122,552 74	9,553,000 27	569,552 47
542,424 64	2,286,661 86	⁴ 303,428 85	7,186,660 73	7,119,044 40	67,616 33
342,293 36	2,732,118 74	126,771 74	8,004,571 07	7,939,792 96	64,778 11
\$2,488,119 67	\$9,614,219 92	Cr \$176,968 68	\$25,313,784 54	\$24,611,837 63	\$701,946 91
\$80,657 12	\$96,355 03		\$992,127 36	\$1,037,793 26	D \$45,665 90
7,531 04	11,496 93		102,973 51	145,380 23	D 42,406 72
24,738 28	26,589 21		270,245 10	267,698 56	2,546 54
49,769 71	74,742 57		801,874 51	812,124 81	D 10,250 30
162,696 15	209,183 74		2,167,220 48	2,262,996 60	D 95,776 38
23,988 22	34,956 09		253,904 34	*288,674 40	D 34,770 06
106,659 19	95,540 08	Cr \$386 24	2,143,921 50	2,276,867 15	D 132,945 65
58,450 61	17,153 31		347,572 32	407,753 77	D 60,181 45
43,026 26	25,894 89		403,420 48	441,251 41	D 37,830 99
232,124 28	173,544 37	Cr 386 24	3,148,818 64	3,414,546 79	D 265,728 15
\$394,820 43	\$382,728 11	Cr \$386 24	\$5,316,039 12	\$5,677,543 65	D \$361,504 53
\$28,437 69	\$49,918 26		\$478,636 44	\$498,194 34	D \$19,557 90
9,616 55	13,096 47		178,984 14	201,693 09	D 22,708 95
80,884 99	103,652 07		1,650,688 94	1,571,531 42	79,157 52
18,457 46	14,232 44		233,939 14	290,800 36	D 56,861 22
\$137,396 69	\$180,899 24		\$2,542,248 66	\$2,562,219 21	D \$19,970 55
\$322,252 72	\$446,063 83		\$8,418,851 20	\$8,722,048 28	D \$303,197 08
17,571 95	78,874 50		354,103 72	400,155 25	D 46,051 53
4,189 12	31,248 72		100,042 03	116,768 08	D 16,726 05
3,140 34	1,592 99		35,761 02	94,771 91	D 59,010 89
			8,133 41	19,315 12	D 11,181 71
33,862 76			71,082 76	63,679 80	7,402 96
\$381,016 89	\$557,780 04		\$8,987,974 14	\$9,416,738 44	*D \$428,764 30
\$3,498 62	\$37,075 68		\$229,598 74	\$226,773 81	\$2,824 93
23,214 02	15,870 95		293,022 36	299,472 22	D 6,449 86
16,385 38	15,041 50		184,493 18	176,124 63	8,368 55
				4,404 64	D 4,404 64
11,102 33	4,956 57		152,134 35	147,254 47	4,879 88
\$54,200 35	\$72,944 70		\$859,248 63	\$854,029 77	\$5,218 86
\$31,881 92	\$27,166 39		\$218,366 29	\$231,468 18	D \$13,101 89
98 26			2,863 32	2,433 18	430 14
\$31,980 18	\$27,166 39		\$221,229 61	\$233,901 36	D \$12,671 75
\$999,414 54	\$1,221,518 48	Cr \$386 24	\$17,926,740 16	\$18,744,432 43	D \$817,692 27
\$3,487,534 21	\$10,835,738 40	Cr \$177,354 92	\$43,240,524 70	\$43,356,270 06	D \$115,745 36

⁵ Respondent uses one-man cars only, the wages of Operators being included in preceding column.⁶ See note 7 on first double page of this table.⁷, ⁸ Includes freight motormen and trainmen: ⁷ \$65,671.63; ⁸ \$34,206.57.

TABLE XIII. Operating expenses, 1930: (A) Summary for all corporations

OPERATING STREET RAILWAYS	INJURIES AND DAMAGES ²			
	Reserved	Total, 1930 ³	Total, 1929 ³	Increase 1930 over 1929
RAPID TRANSIT				
Interborough Rapid Transit.....		\$1,769,318 81	\$2,065,497 16	D \$296,178 35
Subway division.....		1,289,183 14	1,530,124 00	D 240,940 86
Elevated division.....		480,135 67	535,373 16	D 55,237 49
New York Rapid Transit (B.-M. T.).....		781,724 71	670,960 25	110,764 46
Total.....		\$2,551,043 52	\$2,736,457 41	D \$185,413 89
MANHATTAN SURFACE				
Third Ave. Ry. System Cos. in Man.:				
Third Avenue.....		\$165,998 66	\$206,885 76	D \$40,887 10
Belt Line.....		11,115 07	23,501 71	D 12,386 64
Dry Dock, E. B'way & B.....		52,865 68	81,902 07	D 29,036 39
42d St., Manh. & St. N. Ave.....		126,264 09	125,829 65	434 44
Third Ave. Ry. Sys. Cos. in Man.....		356,243 50	438,119 19	D 81,875 69
Other Manhattan Companies:				
Second Avenue.....	\$7,432 64	32,383 37	11 43,703 78	D 11,320 41
New York Railways.....	Cr 32,348 05	431,106 99	473,522 72	D 42,415 73
Eighth & Ninth Avenues, Receiver.....		13,099 35	18,802 14	D 5,702 79
New York & Harlem.....	Cr 418 24	80,883 53	97,611 62	D 16,728 09
Other Manhattan Companies.....	Cr 25,333 65	557,473 24	635,640 26	D 76,167 02
Total.....	Cr \$25,333 65	\$913,716 74	\$1,071,759 45	D \$158,042 71
BRONX SURFACE				
Third Ave. Ry. System Cos. in Bronx:				
New York City Interborough.....		\$141,511 35	\$159,902 80	D \$18,391 45
Southern Boulevard.....		43,952 10	62,240 51	D 18,288 41
Union.....		336,169 20	399,920 76	D 63,751 56
Westchester Electric.....		27,174 26	41,207 80	D 14,033 54
Total.....		\$548,806 91	\$663,271 87	D \$114,464 96
BROOKLYN SURFACE				
Brooklyn Heights ⁴				
Brooklyn & Queens Transit ⁵		\$1,369,410 81	\$1,631,499 57	D \$262,088 76
South Brooklyn.....		44,347 83	32,482 71	11,865 12
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	\$8,812 57	8,992 57	9,950 73	D 958 16
Manhattan Bridge Three Cent Line (to Nov. 13, '29).....	Cr 1,756 27	3,219 33	6,841 05	D 3,621 72
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....			223 75	D 223 75
Bush Terminal.....				
Total.....	\$7,056 30	\$1,425,970 54	\$1,680,997 81	D \$255,027 27
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$29,872 44	\$56,241 12	\$38,755 81	\$17,485 31
Steinway Railways, Receivers.....	12,249 04	55,477 59	57,810 80	D 2,333 21
Jamaica Central.....	33,059 57	56,175 79	58,012 78	D 1,836 99
Ocean Electric (to Aug. 26, 1928).....			100 00	D 100 00
Manhattan & Queens.....	Cr 4,499 79	13,867 60	10,665 96	3,201 64
Total.....	\$70,681 26	\$181,762 10	\$165,345 35	\$16,416 75
RICHMOND SURFACE				
Richmond Railways.....	\$18,805 85	\$46,881 33	\$51,262 63	D \$4,381 30
Southfield Beach.....	247 20	1,717 50	373 80	1,343 70
Total.....	\$19,053 05	\$48,598 83	\$51,636 43	D \$3,037 60
Total, street surface lines.....	\$71,456 96	\$3,118,855 12	\$3,633,010 91	D \$514,155 79
Grand total.....	\$71,456 96	\$5,669,898 64	\$6,369,468 32	D \$699,569 68

¹ See note 1 on first double page of this table.² Some companies make provision for expenses in connection with Injuries and Damages and Casualty Reserves combined, from which are deducted actual expenditures, which may or may not be in excess of the amount provided in any one year. Certain others provide for a Casualty Reserve irrespective of and in addition to actual expenditures. The remaining companies have no provision for injuries. The B.-M. T. System Companies have set up an Employer's Liability Reserve to which they make concurrent credits on the basis of ultimate liability (as estimated at the time of the establishment of the claim).

by accounts of class C classification (the least detailed) ¹—Continued

TRAFFIC EXPENSES			GENERAL AND MISCELLANEOUS EXPENSES			
Total, 1930	Total, 1929	Increase 1930 over 1929	Administration	Insurance	Miscellaneous expenses of general management (including relief department and pensions)	General amortiza- tion
\$2,620 60	\$5,965 15	D \$3,344 46	^{6,9} \$1,525,423 83	\$133,784 71	\$414,514 75	
1,309 64	5,575 69	D 4,266 05	^{8,9} 917,687 87	72,112 13	196,994 20	
1,311 05	389 46	921 59	⁶ 607,735 46	61,672 58	217,520 55	
7,969 13	12,958 49	D 4,989 36	⁷ 507,001 78	94,406 60	223,502 66	
\$10,589 82	\$18,923 64	D \$8,333 82	\$2,032,425 11	\$228,191 31	\$638,017 41	
			\$77,061 06	\$25,708 13	\$42,782 22	
			5,862 40	4,845 57	3,002 11	
			14,929 54	4,547 27	4,663 12	
			44,269 41	3,702 75	9,996 06	¹⁰ \$1,619 88
			142,122 41	38,803 72	60,443 51	1,619 88
			58,329 71	17,446 38	5,181 52	
			⁸ 231,930 98	6,619 27	93,904 04	
			52,946 72	15,359 58	2,110 13	
			44,497 72	12,032 88	3,823 76	
			387,705 13	51,458 11	105,019 45	
			\$529,827 54	\$90,261 83	\$165,462 96	\$1,619 88
			\$39,449 82	\$723 96	\$8,379 98	
			12,542 88		2,674 29	¹⁰ \$294 48
			113,662 02	8,471 67	26,185 90	¹⁰ 6,994 68
			15,906 89	1,063 42	14,414 74	
			\$181,561 61	\$10,259 05	\$51,654 91	\$7,289 16
					\$1 50	
\$3,359 44	\$2,439 13	\$920 31	\$410,113 85	\$51,832 49	266,358 83	
15 31	108 92	D 93 61	28,597 16	3,389 46	6,765 60	
			8,368 20		16 50	
	5 00	D 5 00	8,731 70	1,362 34	913 87	¹⁰ \$2,339 34
			459 94		125 00	
			18,000 00	376 00	2,766 79	¹⁰ 4,222 92
\$3,374 75	\$2,553 05	\$821 70	\$474,270 85	\$56,960 29	\$276,948 09	\$6,562 26
\$805 89	\$489 89	\$316 00	\$47,930 73	\$11,732 08	\$4,533 74	
426 83	247 60	179 23	33,911 18	872 00	1,096 69	
			35,481 66	15,778 10	8,985 16	¹² \$2,607 48
271 18	213 70	57 48	42,670 21	6,921 67	12,219 17	
\$1,503 90	\$951 19	\$552 71	\$159,993 78	\$35,303 85	\$26,834 76	\$2,607 48
\$798 47	\$1,144 77	D \$346 30	\$27,996 64	\$16,070 48	\$20,160 50	
			327 72	204 43	136 27	
\$798 47	\$1,144 77	D \$346 30	\$28,324 36	\$16,274 91	\$20,305 77	
\$5,677 12	\$4,649 01	\$1,028 11	\$1,373,978 14	\$209,059 93	\$541,206 49	\$18,078 78
\$16,266 94	\$23,572 65	D \$7,305 71	\$3,406,403 25	\$437,251 24	\$1,179,223 90	\$18,078 78

³ Reserved and expended.^{4,5} See these notes on first double page of this table.^{6,8} Includes Joint General Expense as follows: ⁶ Subway division Cr, \$107,718.85; Elevated division, \$67,373; total I. R. T., Cr \$40,345.85; ⁷ \$39,594.67; ⁸ Cr \$97.13.⁹ Includes \$23,578.39, Investment in Materials and Supplies.¹⁰ Amortization of property which will revert to the City at the expiration of the franchise.¹¹ See note 7 on first double page of this table.¹² Represents amortization of Organization Expense.

TABLE XIII. Operating expenses, 1930: (A) Summary for all corporations

OPERATING STREET RAILWAYS	GENERAL AND MISCELLANEOUS			
	General stationery and printing	Store and stable expenses	Undistributed adjustments, balance	Total, 1930
RAPID TRANSIT				
Interborough Rapid Transit.....	\$26,044 89	\$281,902 21	Cr \$47,562 91	\$22,334,106 98
Subway division.....	14,230 44	180,663 70	Cr 31,492 99	\$1,350,195 35
Elevated division.....	11,814 45	101,238 51	Cr 16,069 92	\$983,911 63
New York Rapid Transit (B-M. T.).....	26,162 12	91,390 55	Cr 19,457 90	923,005 81
Total.....	\$52,207 01	\$373,292 76	Cr \$67,020 81	\$3,257,112 79
MANHATTAN SURFACE				
Third Ave. Ry. Sys. Cos. in Manhattan:				
Third Avenue.....	\$5,348 70	\$7,656 08	Cr \$15,882 90	\$142,673 29
Belt Line.....	552 23	976 58		15,238 89
Dry Dock E. B'way & B.....	1,182 59	2,086 91		27,409 43
42d St., Manh. & St. N. Ave.....	4,184 94	7,373 73		71,146 77
Third Ave. Ry. Sys. Cos. in Man.....	11,268 46	18,093 30	Cr 15,882 90	256,468 38
Other Manhattan Companies:				
Second Avenue.....	474 98	2,904 82	Cr 487 36	83,850 05
New York Railways.....	1,702 39	25,344 27		359,500 95
Eighth & Ninth Avenues, Receiver.....	2,054 06	8,768 63	Cr 59 28	81,179 84
New York & Harlem.....	1,030 29	9,853 08	4,324 66	75,562 39
Other Manhattan Companies.....	5,261 72	46,870 80	3,778 02	600,093 23
Total.....	\$16,530 18	\$64,964 10	Cr \$12,104 88	\$856,561 61
BRONX SURFACE				
Third Ave. Ry. Sys. Cos. in Bronx:				
New York City Interborough.....	\$3,630 12	\$11,001 02		\$63,184 90
Southern Boulevard.....	1,191 66	3,521 18		20,224 49
Union.....	10,492 26	21,226 15		187,032 68
Westchester Electric.....	1,376 39	2,447 05	Cr 14 28	35,194 21
Total.....	\$16,690 43	\$38,195 40	Cr \$14 28	\$305,636 28
BROOKLYN SURFACE				
Brooklyn Heights ³				\$1 50
Brooklyn & Queens Transit ⁴	\$29,045 17	\$88,265 24	Cr \$13,163 84	832,451 74
South Brooklyn.....	529 25	20 00	16	39,301 63
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	213 35	1,330 68		9,928 73
Manhattan Bridge Three Cent Line (to 11/13/29).....	187 15			13,534 40
Van Brunt St. & Erie Basin, Recr. (to 12/14/29).....	51 24			636 18
Bush Terminal.....	5,846 67			31,212 38
Total.....	\$35,872 83	\$89,615 92	Cr \$13,163 68	\$927,066 56
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$716 64	\$5,647 29	Cr \$500 09	\$70,060 39
Steinway Railways, Receivers.....	501 29	1,375 80	Cr 235 70	37,521 26
Jamaica Central.....	300 38	2,042 62		65,195 40
Ocean Electric (to Aug. 26, 1928).....				
Manhattan & Queens.....	938 70	2,129 94	Cr 276 13	64,603 56
Total.....	\$2,457 01	\$11,195 65	Cr \$1,011 92	\$237,380 61
RICHMOND SURFACE				
Richmond Railways.....	\$1,860 58		Cr 5,001 79	\$61,095 41
Southfield Beach.....				668 42
Total.....	\$1,860 58		Cr \$5,001 79	\$61,763 83
Total, street surface lines.....	\$73,411 03	\$203,971 07	Cr \$31,296 55	\$2,388,408 89
Grand total.....	\$125,618 04	\$577,263 83	Cr \$98,317 36	\$5,645,521 68

* Signifies that Company has failed to make a charge for depreciation.

¹ See note 1 on first double page of this table.

² Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the period and overstate income by a corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses as reported and Operating Expenses adjusted to provide for such maintenance expenditures as are not included in operating expenses by the companies.

³ See note 4 on first double page of this table.

by accounts of class C classification (the least detailed) ¹—Concluded

EXPENSES—Concluded		GRAND TOTAL				
Total, 1929	Increase, 1930 over 1929	1930			1929, as adjusted ²	Increase 1930 over 1929
		As reported ²	Restoration of excess maintenance ²	As adjusted ²		
⁶ \$2,657,465 71	⁶ D \$323,358 73	⁶ \$45,401,437 95	.....	⁶ \$45,401,437 95	⁶ \$42,344,462 46	⁶ \$3,056,975 49
⁶ 1,661,162 27	⁶ D 310,966 92	⁶ 30,546,062 77	.....	⁶ 30,546,062 77	⁶ 27,313,761 03	⁶ 3,232,301 74
⁶ 996,303 44	⁶ D 12,391 81	⁶ 14,855,375 18	.....	⁶ 14,855,375 18	⁶ 15,030,701 43	⁶ D 175,326 25
901,066 72	21,939 09	22,915,511 16	.....	22,915,511 16	22,095,145 60	820,365 56
\$3,558,532 43	D \$301,419 64	\$68,316,949 11	.....	\$68,316,949 11	\$64,439,608 06	\$3,877,341 05
\$166,651 69	D \$23,978 40	\$3,183,547 07	\$9,822 78	\$3,193,369 85	* \$3,395,106 98	D \$201,737 13
15,910 74	D 671 85	* 236,564 65	.....	* 236,564 65	* 305,009 07	D 68,444 42
29,326 05	D 1,916 62	639,646 90	2,061 56	641,708 46	* 684,575 74	D 42,867 28
71,649 53	D 502 76	1,588,298 91	4,325 54	1,592,624 45	* 1,597,969 36	D 5,344 91
^{283,538 01}	^{D 27,069 63}	^{5,648,057 53}	^{16,209 88}	^{5,664,267 41}	^{5,982,661 15}	^{D 318,393 74}
^{7 91,112 45}	^{D 7,262 40}	^{768,460 12}	^{26,080 13}	^{794,540 25}	^{7 892,781 17}	^{D 98,240 92}
^{374,770 79}	^{D 15,269 84}	^{4,767,996 39}	.....	^{4,767,996 39}	^{5,227 174 62}	^{D 459,178 23}
78,789 71	2,390 13	* 937,799 01	.....	* 937,799 01	* 941,769 84	D 3,970 83
83,018 74	D 7,456 35	^{8 1,046,940 28}	.....	^{8 1,046,940 28}	^{8 1,145,893 61}	^{D 98,953 33}
^{627,691 69}	^{D 27,598 46}	^{7,521,195 80}	^{26,080 13}	^{7,547,275 93}	^{8,207,619 24}	^{D 660,343 31}
\$911,229 70	D \$54,668 09	\$13,169,253 33	\$42,290 01	\$13,211,543 34	\$14,190,280 39	D \$978,737 05
\$59,250 08	\$3,934 82	\$1,225,219 48	\$4,186 52	\$1,229,406 00	* \$1,131,028 41	\$98,377 59
21,771 81	D 1,547 32	405,173 78	1,161 02	406,334 80	* 475,469 80	D 69,135 00
177,968 03	9,064 65	3,927,952 27	12,079 13	3,940,031 40	* 3,755,125 98	181,905 42
25,886 52	9,307 69	570,285 23	.....	570,285 23	* 671,365 07	D 101,079 84
\$284,876 44	\$20,759 84	\$6,128,630 76	\$17,426 67	\$6,146,057 43	\$6,035,989 26	\$110,068 17
\$239 56	D \$238 06	\$1 50	.....	\$1 50	\$239 56	D \$238 06
944,025 62	D 111,573 88	17,745,698 63	.....	17,745,698 63	19,339,384 57	D 1,593,685 94
40,796 98	D 1,495 35	639,874 98	.....	639,874 98	742,654 29	D 102,779 31
10,071 66	D 142 93	* 249,537 85	.....	* 249,537 85	* 282,119 25	D 32,581 40
23,260 14	D 9,725 74	78,262 64	.....	78,262 64	193,566 07	D 115,303 43
1,832 25	D 1,196 07	* 13,033 76	.....	* 13,033 76	* 33,169 28	D 20,135 52
31,288 92	D 76 54	135,962 40	.....	* 135,962 40	* 120,933 83	15,028 57
\$1,051,515 13	D \$124,448 57	\$18,862,371 76	.....	\$18,862,371 76	\$20,712,066 85	D \$1,849,695 09
\$73,020 43	D \$2,960 04	\$839,641 05	.....	\$839,641 05	\$737,396 02	\$102,245 03
35,145 26	2,376 00	* 834,873 65	.....	* 834,873 65	* 781,268 87	53,604 78
64,692 50	502 90	556,146 48	.....	556,146 48	567,731 06	D 11,584 58
2,396 21	D 2,396 21	.....	.....	.....	12,311 26	D 12,311 26
50,751 56	13,852 00	427,413 45	.....	427,413 45	406,511 58	20,901 87
\$226,005 96	\$11,374 65	\$2,658,074 63	.....	\$2,658,074 63	\$2,505,218 79	\$152,855 84
\$71,653 30	D \$10,557 89	* \$600,090 59	.....	* \$600,090 59	* \$637,546 97	D \$37,456 38
646 55	21 87	* 8,502 19	.....	* 8,502 19	* 7,056 36	1,445 83
\$72,299 85	D 10,536 02	\$608,592 78	.....	\$608,592 78	\$644,603 33	D \$36,010 55
\$2,545,927 08	D \$157,518 19	\$41,426,923 26	\$59,716 68	\$41,486 639 94	\$44,088,158 62	D \$2,601,518 68
\$6,104,459 51	D \$458,937 83	\$109,743,872 37	\$59,716 68	\$109,803,589 05	\$108,527,766 68	\$1,275,822 37

⁴ See note 5 on first double page of this table.⁵ Includes \$23,578.39 Investment in Materials and Supplies.⁶ Includes expenses account of application for increased fare, as follows:

	1930	1929
Subway division.....	\$176,846 90	\$540,443 53
Elevated division.....	115,335 78	190,386 14
Total.....	\$292,182 68	\$730,829 67

⁷ See note 7 on first double page of this table.⁸ A charge for depreciation was made for equipment only.

TABLE XIII. Operating expenses, 1930:

NAME OF ACCOUNT	INTERBOROUGH RAPID	
	Subway division	Elevated division
MAINTENANCE OF WAY AND STRUCTURES		
Superintendence of way and structures.....	\$703,113 74	\$292,242 31
Ballast.....	12,304 70	
Ties.....	138,567 21	74,837 20
Rails.....	240,235 72	103,758 27
Rail fastenings and joints.....	92,638 69	62,732 38
Special work.....	67,467 10	20,615 35
Underground construction.....		
Roadway and track labor.....	884,383 17	473,000 08
Paving.....		
Miscellaneous roadway and track expenses.....	68,187 66	45,978 17
Cleaning and sanding track.....	254,857 56	8,075 54
Removal of snow, ice and sand.....	6,588 26	5,632 47
Repairs of tunnels.....	359,199 97	258 09
Repairs of elevated structures and foundations.....	346,953 22	463,463 13
Repairs of bridges, trestles and culverts.....	391 65	12,865 29
Repairs of crossings, fences and signs.....		
Repairs of signal and interlocking systems.....	479,137 60	179,503 81
Telephone and telegraph repairs.....	47,720 25	23,163 85
Other miscellaneous way expenses.....	111,213 82	68,233 02
Pole and fixture repairs.....		
Underground conduit repairs.....	36,435 58	18,708 59
Transmission system repairs.....	45,308 06	10,252 65
Distribution system repairs.....	335,402 70	125,523 72
Miscellaneous electric line expenses.....	36,331 96	14,137 75
Repairs of buildings and structures.....	1,077,015 31	297,698 81
Power plant (including sub-station) buildings.....	215,031 51	27,634 22
Other buildings and structures.....	861,983 80	270,064 59
Joint way and structures.....	4 Cr 254,478 38	4 118,800 14
Depreciation of way and structures ¹	50,000 00	2,500 00
Total.....	\$5,138,975 05	\$2,421,980 62
MAINTENANCE OF EQUIPMENT		
Superintendence of equipment.....	\$437,158 38	\$249,162 55
Repairs of furnaces, boilers and accessories.....	375,220 34	223,447 34
Repairs of steam engines.....	61,969 62	50,011 47
Repairs of power plant electric equipment.....	43,121 22	16,926 96
Repairs of miscellaneous power plant equipment.....	8,167 71	3,339 44
Repairs of sub-station equipment.....	36,832 12	4,535 42
Repairs of passenger and combination cars.....	2,828,710 76	1,301,957 96
Repairs of freight, express and mail cars.....		
Repairs of locomotives.....		72 88
Repairs of service cars.....	6,267 36	6,513 22
Repairs of electric (motor) equipment of cars.....	1,383,919 22	614,807 12
Repairs of electric equipment of locomotives.....		
Repairs of shop machinery and tools.....	42,278 07	8,303 03
Shop expenses.....	776,531 50	364,908 63
Repairs of vehicles.....	9,490 44	4,745 26
Other miscellaneous equipment expenses.....	6,626 83	3,022 48
Maintaining joint equipment.....	Cr 6,762 91	2,231 02
Depreciation of equipment ²	950,000 00	47,500 00
Total.....	\$6,959,530 66	\$2,901,484 78
TRANSPORTATION EXPENSES — OPERATION OF POWER PLANT		
Power plant labor.....	\$627,462 21	\$468,542 09
Fuel for power.....	2,330,013 86	2,327,230 60
Water for power.....	34,263 47	11,241 39
Lubricants for power.....	14,085 26	9,675 33
Miscellaneous power plant supplies and expenses.....	131,056 51	46,620 21
Sub-station labor.....	419,180 82	84,389 51
Sub-station supplies and expenses.....	23,541 64	6,064 11
Power purchased.....	30,736 49	103 39
Power exchanged — balance.....	2,073,975 93	Cr 2,073,975 93
Other operations.....		
Total.....	\$5,684,316 19	\$879,890 70

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

² The Third Avenue Railway System figures have been taken from the consolidated statement of the system and therefore exclude intercompany items. The system includes, however, the Surface Transportation (bus) and the following companies not filing annual returns with this Commission: Yonkers R. R., Hastings Ry., New York, Westchester & Conn. Traction, North Street Transportation (bus), Westchester Transportation (bus) and Westchester Motor Transfer (bus).

³ Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated

(B) Complete details for selected corporations

TRANSIT	New York Rapid Transit (B.-M. T.)	Brooklyn & Queens Transit ¹	Third Avenue Railway System ²	New York Railways
Total				
\$995,356 05	\$240,597 32	\$200,247 28	\$154,010 74	\$34,698 62
12,304 70		2,917 61	324 50	
213,404 41	93,601 33	40,503 42	27,061 82	
343,993 99	83,870 10	113,188 65	124,684 55	12,935 71
155,371 07	89,162 43	45,609 41	71,440 53	6,525 97
88,082 45	37,495 16	117,465 00	101,061 73	26,147 85
			41,806 07	16,091 48
1,357,383 25	530,936 44	558,201 80	548,582 12	178,311 00
	375 00	531,018 72	632,081 17	181,834 83
114,165 83	36,796 24	85,373 96	48,526 22	10,757 70
262,933 10	36,629 56	52,427 14	⁵ 122,896 09	⁶ 91,821 68
12,220 73	29,953 57	6,774 68	26,731 78	2,949 91
359,458 06	116,000 88	7 26		
810,416 35	246,912 30			
13,256 94	2,174 06	52 44	5,150 55	
	6,055 50	2,610 26	41,591 80	
658,641 41	546,264 06	32,620 72	1,724 07	
70,884 10	38,528 07	2,935 98	54 61	916 52
179,446 84	9,588 47	13,268 54	39,572 18	
	1,820 26	44,558 41		
55,144 17	8,725 88	14,234 28	27,976 09	1,983 53
55,560 71	1,396 91	1,780 14	6,984 16	8,649 02
460,926 42	222,644 62	158,496 26	166,314 27	111,761 89
50,469 71	10,602 45	48,692 28	16,888 35	
1,374,714 12	⁵ 505,975 25	141,732 36	188,287 25	29,531 84
242,665 73			500 38	212 82
1,132,048 39	505,975 25	141,732 36	187,696 87	29,319 02
⁴ Cr 135,678 74	127,998 57			Cr 11,780 87
52,500 00	320,000 00	19,723 64	³ Cr 22,914 73	78,244 75
\$7,560,955 67	\$3,344,104 43	\$2,234,440 24	\$2,370,845 92	\$781,381 43
\$686,320 93	\$120,073 91	\$32,124 10	\$30,561 40	\$40,715 44
598,667 68				
111,981 09				
60,048 18				
11,507 15				
41,367 54	1,425 17		11,547 68	1,101 03
4,130,668 72	2,262,478 22	1,379,842 55	920,932 64	266,815 45
72 88	2,668 86			
12,780 58	12,636 19	16,248 66	8,356 93	581 74
1,998,726 34	1,056,446 12	570,837 71	413,913 03	207,802 38
	1,082 35			
50,581 10	44,279 63	26,381 59	20,346 83	7,444 87
1,141,440 13	643,766 84	338,752 90	65,938 89	29,065 41
14,235 70	2,269 03	57,252 66	39,207 06	17,357 22
9,649 31	13 34	⁸ 21	2,407 55	38,222 98
Cr 4,531 89	4,770 03			Cr 27 14
997,500 00	480,000 00	222,900 00	Cr 11,019 62	Cr 43,251 44
\$9,861,015 44	\$4,631,909 69	\$2,644,348 38	\$1,502,242 44	\$565,827 94
\$1,096,004 30	\$10,200 00			
4,657,244 46				
45,504 86				
23,760 59				
177,676 72				
503,570 33			\$93,051 08	\$94,000 79
29,605 75			3,512 98	3,054 97
30,839 88	⁷ 5,212,026 32	⁷ \$2,242,836 82	864,175 90	389,396 94
			⁸ 26,651 55	Cr 195 12
\$6,564,206 89	\$5,222,226 32	\$2,242,836 82	\$987,391 51	\$486,257 58

depreciation (including maintenance), the excess being drawn from the depreciation reserve. Actual expenditures of the companies reporting credits are understated by the amount of these credits, and in addition no provision is made for depreciation. See note 5 on following double page.

⁴ The excess of credits to Subway division over charges to Elevated division represents credits made for joint operation with the New York Rapid Transit, of the Queensboro lines.

⁵, ⁶ Includes Tube cleaning: ⁵ \$52,302.28; ⁶ \$42,793.51.

⁷ The Williamsburgh Power Plant Corp. furnishes power to companies of the B.-M. T. System. See abstract of Brooklyn-Manhattan Transit, page 352.

⁸ Storage battery maintenance.

TABLE XIII. Operating expenses, 1930: (B) Complete

NAME OF ACCOUNT	INTERBOROUGH RAPID	
	Subway division	Elevated division
TRANSPORTATION EXPENSES — OPERATION OF CARS		
Superintendence of transportation.....	\$531,471 61	\$328,072 27
Passenger motormen.....	1,390,270 41	1,137,924 44
Operators (one-man cars).....		
Surface car conductors.....		
Elevated and subway conductors and guards.....	2,609,139 00	2,588,148 67
Other passenger trainmen.....		
Freight and express motormen and trainmen.....		
Miscellaneous car-service employees.....	496,607 95	266,499 45
Miscellaneous car-service expenses.....	233,525 36	93,627 24
Station employees.....	2,893,877 62	1,468,357 98
Station expenses.....	265,814 81	99,675 49
Car-house employees.....	1,603,401 67	542,424 64
Car-house expenses.....		
Operation of signal and interlocking systems.....	624,339 75	287,024 54
Operation of telephone and telegraph systems.....	36,757 99	18,367 47
Other transportation expenses.....	44,515 84	53,109 69
Joint operation of cars.....	³ Cr 607,169 27	³ 303,428 85
Total.....	\$10,122,552 74	\$7,186,660 73
INJURIES TO PERSONS AND DAMAGES TO PROPERTY		
Claim department expense.....	\$60,221 16	\$29,554 71
Medical expenses.....	62,371 21	32,749 61
Claims for injuries to employees.....	173,626 88	87,838 29
Other injuries and damages.....	732,816 90	202,811 44
Law expenses in connection with damages.....	² 223,237 62	² 107,725 24
Salaries and expenses of attorneys.....	194,664 99	96,813 15
Court costs and expenses.....	27,430 92	10,335 98
Law printing.....	1,141 71	576 11
Other expenses.....	36,909 37	19,456 38
Reserved.....		
Total.....	\$1,289,183 14	\$480,135 67
TRAFFIC EXPENSES		
Advertising.....	\$1,309 64	\$1,311 05
GENERAL AND MISCELLANEOUS		
Salaries and expenses of general officers.....	\$92,533 74	\$46,266 83
Salaries and expenses of general office clerks.....	387,584 32	194,027 33
General office supplies and expenses.....	132,205 82	78,131 19
General law expenses.....	⁴ 389,504 45	⁴ 221,937 11
Insurance.....	72,112 13	61,672 58
Relief department and pensions.....	32,155 63	134,478 01
Miscellaneous general expenses.....	164,838 57	83,042 54
General amortization.....		
Joint general expense.....	Cr 107,719 85	67,373 00
General stationery and printing.....	14,230 44	11,814 45
Store expenses.....	190,663 70	101,238 51
Stable expenses.....		
Materials and Supplies.....	23,578 39	
Undistributed adjustments — balance.....	Cr 31,492 99	Cr 16,069 92
Total.....	⁴ \$1,350,195 35	⁴ \$983,911 63
Grand total, as reported ⁵	⁴ \$30,546,062 77	⁴ \$14,855,375 18
Restoration of excess maintenance ⁶		
Grand total, as adjusted ⁵	⁴ \$30,546,062 77	⁴ \$14,855,375 18

^{1,2} See these notes on preceding double page.³ See note 4 on preceding double page.⁴ Includes expenses on account of application for increased fare: Subway division, \$176,846.90; Elevated division, \$115,335.78; total I. R. T., \$292,182.68.⁵ Certain companies during the year excluded from operating expenses and charged to the reserve account, Accrued Amortization of Capital, actual expenditures for maintenance in excess of the amount provided for by their rule for maintenance and depreciation combined. The effect of this procedure is to understate actual operating expenses during the period and overstate income by a

details for selected corporations — Concluded

TRANSIT	New York Rapid Transit (B.-M. T.)	Brooklyn & Queens Transit ¹	Third Avenue Railway System ²	New York Railways
Total				
\$859,543 88	\$652,854 62	\$972,662 69	\$624,984 90	\$212,300 41
2,528,194 85	1,697,303 25	2,586,736 97	1,339,529 69	751,875 32
.....	32,144 70	1,510,142 91	1,043,132 91	248,187 08
.....	.....	2,541,633 68	1,329,592 38	729,745 66
5,197,287 67	2,416,151 16	.....	.....	.....
.....	4,933 50	39,358 40	.....	.....
.....
763,107 40	317,429 47	165,738 49	149,751 05	11,988 98
327,152 60	163,626 85	197,843 36	144,789 86	54,630 63
4,362,235 60	1,730,310 38	2 04	756 06	.....
365,490 30	181,627 12	21 16	.....	.....
2,145,826 31	341,795 35	257,037 39	310,825 51	97,397 63
.....	498 01	65,215 33	20,946 59	9,261 56
911,364 29	271,157 11	.....	.....	.....
55,125 46	39,225 41	28,830 05	.....	9,552 76
97,625 53	28,742 40	53,628 73	153,439 79	19,367 71
³ Cr 303,740 42	126,771 74	.....	.....	Cr 386 24
\$17,309,213 47	\$8,004,571 07	\$8,418,851 20	\$5,117,748 74	\$2,143,921 50
.....
\$89,775 87	\$87,905 56	\$89,061 71	\$164,170 27	\$34,027 60
95,120 82	18,647 00	25,122 41	38,464 12	14,069 75
261,465 17	210,374 26	139,050 22	69,856 36	24,167 76
935,628 34	⁶ 315,570 46	899,031 45	501,672 78	264,883 88
330,962 86	149,223 36	216,182 31	181,206 18	79,621 02
291,478 14	115,275 45	122,274 41	91,985 72	72,597 14
37,766 90	33,209 48	91,534 82	86,519 64	5,692 43
1,717 82	738 43	2,373 08	2,700 82	1,331 45
56,365 75	4 07	962 71	6,456 40	46,685 03
.....	.....	.....	.....	Cr 32,348 05
\$1,769,318 81	\$781,724 71	\$1,369,410 81	\$961,826 11	\$431,106 99
.....
\$2,620 69	\$7,969 13	\$3,359 44	.....	.....
.....
\$138,800 57	\$77,786 33	\$82,139 68	\$98,359 13	\$52,875 01
581,611 65	177,729 87	172,320 67	168,447 77	143,972 75
210,337 01	163,504 38	92,815 40	31,743 22	10,032 02
⁴ 611,441 56	48,386 53	62,788 10	53,355 52	25,098 33
133,784 71	94,406 60	51,832 49	51,091 85	6,619 27
166,633 64	177,655 86	230,125 19	34,864 12	61,372 25
247,881 11	45,846 80	36,233 64	98,519 19	32,531 79
.....	.....	.....	⁷ 8,909 04	.....
Cr 40,345 85	39,594 67	.....	.....	Cr 97 13
26,044 89	26,162 12	29,045 17	30,568 00	1,702 39
281,902 21	91,390 55	88,265 24	41,139 14	24,461 08
.....	.....	.....	19,574 86	883 19
23,578 39	.....	.....	.....	.....
Cr 47,562 91	Cr 19,457 90	Cr 13,163 84	Cr 15,897 18	.....
⁴ \$2,234,106 98	\$923,005 81	\$832,451 74	\$620,674 69	\$359,500 95
⁴ \$45,401,437 95	\$22,915,511 16	\$17,745,698 63	\$11,560,729 41	\$4,767,996 39
.....	.....	.....	33,934 35	.....
⁴ \$45,401,437 95	\$22,915,511 16	\$17,745,698 63	\$11,594,663 76	\$4,767,996 39

corresponding amount. In order to present a more accurate statement of earnings, the Division of Statistics has restored this excess and presents Operating Expenses as reported and Operating Expenses adjusted to provide for such maintenance expenditures as are not included in operating expenses by the companies.

⁶ Includes proportionate share of settlements made by the I. R. T. account Astoria-Flushing Line.

⁷ Amortization of property which will revert to City at the expiration of the franchise.

TABLE XIV. TAXES,
(Cents included in tabulation, but omitted in

OPERATING STREET RAILWAYS	LOCAL					
	Real estate	Corporate real property	Special franchise	Car license	Gross receipts, percent-age of	Bridge tolls
RAPID TRANSIT						
Interborough Rapid Transit.....	\$559,562	\$148,696	\$1,179,514			
Subway division.....	185,456	9,221				
Elevated division.....	374,106	139,475	1,179,514			
New York Rapid Transit (B.-M. T.).....	91,333	541,313	597,272			\$100,962
Total.....	\$650,896	\$690,009	\$1,776,787			\$100,962
MANHATTAN SURFACE						
Third Ave. Ry. System Cos. in Man.:						
Third Avenue.....	\$155,791		\$102,472	\$4,162	\$30,102	
Belt Line.....	31,498		18,269	1,325		
Dry Dock, E. B'way & B.....	25,463		10,200	4,150	146	
42d St., Manh. & St. N. Ave.....					83,915	
Third Ave. Ry. System Cos. in Man.....	212,754		139,942	9,637	114,165	
Other Manhattan Companies:						
Second Avenue.....	38,332		32,808		9,697	
New York Railways.....	160,200	60	120,067	18,900	73,097	
Eighth & Ninth Avenues, Recr.....			60,205	3,200	636	
New York & Harlem.....	6,725		25,468		16,015	
Other Manhattan Companies.....	205,258	60	238,550	22,100	99,446	
Total.....	\$418,012	\$60	\$369,493	\$31,737	\$213,611	
BRONX SURFACE						
Third Ave. Ry. System Cos. in Bronx:						
New York City Interborough.....					\$82,074	
Southern Boulevard.....					28,324	
Union.....	\$26,078				274,488	
Westchester Electric.....	6,531		\$3,437		15,750	
Total.....	\$32,609		\$3,437		\$400,637	
BROOKLYN SURFACE						
Brooklyn & Queens Transit ¹	\$264,060	\$95,050	\$311,621	\$28,074	\$65,064	\$29,616
South Brooklyn.....	588	120,656	822			
Dept. of Pl. & Str. (Williamsburg Bridge Line).....						
Manhattan Bridge Three Cent Line (to 11/13/29).....	1,768				3,958	1,903
Van Brunt St. & Erie Basin, Recr. (to 12/14/29).....	300		254			
Bush Terminal.....			11,916			
Total.....	\$266,718	\$215,706	\$324,614	\$28,074	\$69,023	\$31,519
QUEENS SURFACE						
New York & Queens County, Receivers.....	\$12,142	\$4,205	\$7,080		\$4,705	
Steinway Railways, Receivers.....	8,668		11,688		750	
Jamaica Central.....	4,330	1,040	33		7,983	
Manhattan & Queens.....			7,968			
Total.....	\$25,141	\$5,246	\$26,771		\$13,438	
RICHMOND SURFACE						
Richmond Railways.....	\$2,950	\$685	\$12,768			
Southfield Beach.....		934				
Total.....	\$2,950	\$1,619	\$12,768			
Total, street surface lines.....	\$745,432	\$222,633	\$737,085	\$59,811	\$696,710	\$31,519
Grand total.....	\$1,396,328	\$912,643	\$2,513,872	\$59,811	\$696,710	\$132,482

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

² Includes tax on Dividends, \$13,097.99.

³ Consists of additional Federal Income tax for 1925 and 1926, \$46,760.49, and interest thereon, \$9,787.89; total, \$56,548.38, properly chargeable to Surplus. No Federal Income Taxes have been accrued on Subway division since January 1, 1928.

⁴ Tax on Bond Interest payments.

⁵ Includes transfer to Deferred Charges of Federal Income Taxes, from Jan. 1, 1924 to Dec. 1, 1927, in excess of the amount paid, \$1,509,848.26. See note 2 on following double page.

⁶ License plate tax.

⁷ Refund of State Gross Earnings Tax, for year ended June 30, 1927

⁸ Tax on personal property.

⁹ Delancey Street permit.

¹⁰ Tax on gasoline.

1930: (A) Tax charges
publication; totals include additions of cents)

Other	Total	STATE			FEDERAL		Total assign- able to street railway operation	Non- oper- ating charges	Surplus charges and credits
		Gross earnings	Capital stock	Other	Income	Other			
	\$1,887,774	\$361,740	\$99,227		\$131,548	\$42,144	\$2,522,435	\$257	⁵ Cr \$1,562,474
	194,677	266,129	12,924		³ 56,548	⁴ 16,873	547,153		⁵ Cr 1,562,348
	1,693,097	95,611	² 86,303		75,000	⁴ 25,270	1,975,281	257	Cr 126
	1,330,881	188,080	104,611	⁶ \$175	455,000		2,078,748	7,839	⁷ Cr 109,873
	\$3,218,655	\$549,820	\$203,839	\$175	\$536,548	\$42,144	\$4,601,183	\$8,096	\$1,672,347
⁸ \$381	\$292,909	\$13,908	\$15,286	⁶ \$1,084			\$323,188		⁷ Cr \$15,640
	51,093	1,438	32				52,565		⁷ Cr 2,175
⁹ 100	40,060	3,200	60				43,321		⁷ Cr 3,475
	83,915	10,116	2,254				96,287		⁷ Cr 11,422
481	467,980	28,664	17,634	1,084			515,362		Cr 32,713
⁸ 1,265	82,103	4,339	835	¹⁰ 114			87,392		Dr 46
¹¹ 40,000	412,325	33,343	6,630				452,304	\$5,238	¹² Dr 9,391
	64,042	4,918					68,960		Dr 1,335
	48,208	¹⁵ Cr 1,423					46,785		
41,265	606,680	41,182	7,465	114			655,442	5,238	Dr 10,772
\$41,746	\$1,074,660	\$69,846	\$25,099	\$1,198			\$1,170,805	\$5,238	Cr \$21,940
¹⁶ \$9,000	\$91,074	\$8,973	\$4,187				\$104,235		⁷ Cr \$7,717
	28,324	2,833	12				31,169		⁷ Cr 2,834
¹⁷ 11,481	312,048	25,232	1,157	⁶ \$323			338,792		⁷ Cr 22,789
	25,719	3,679	24	⁶ 450			29,873		¹³ Cr 4,137
\$20,481	\$457,166	\$40,718	\$5,411	\$773			\$504,070		Cr \$37,479
	\$793,488	\$115,311	\$29,104	⁶ \$4,316	\$298,000		\$1,240,220	\$29,679	
	122,068	3,847	8,187		15,000		149,103	3,653	¹⁴ Cr \$5,583
¹⁹ \$1,771	9,402	397	432		700		10,932	3,049	
	554	51					605		
²⁰ 5,324	17,240	1,171	20				18,432		
\$7,095	\$942,754	\$120,778	\$37,744	\$4,316	\$313,700		\$1,419,293	\$36,382	Cr \$5,583
	\$28,134	\$4,147	\$191				\$32,473		Cr \$1,926
²¹ \$1,568	22,675	4,008		⁶ \$55			26,739		⁷ Cr 4,065
⁶ 50	13,438	3,389	²² 836		\$15,097		32,762		Dr 18
	7,968	2,532	20				10,520		
\$1,619	\$72,217	\$14,077	\$1,048	\$55	\$15,097		\$102,497		Cr \$5,973
⁸ \$302	\$16,796	\$5,013			\$3,936		\$25,746		
	934	105	\$213				1,252		
\$392	\$17,730	\$5,118	\$213		\$3,936		\$26,998		
\$71,335	\$2,564,529	\$250,539	\$69,518	\$6,344	\$332,733		\$3,223,665	\$41,621	Cr \$70,977
\$71,335	\$5,783,185	\$800,360	\$273,357	\$6,519	\$919,282	\$42,144	\$7,824,849	\$49,717	Cr \$1,743,325

¹¹ Stipulated rents to City.

^{12, 13, 14} Includes refund on State Gross Earnings tax for year ended June 30, 1927: ¹² \$35,770.96;

¹³ \$3,548.27; ¹⁴ \$5,602.50.

¹⁵ Represents the difference between the refund of \$5,918.92 by State Tax Commission for overpayment of gross earnings tax for 1927, and accrual of taxes for 1930, \$4,495.02.

¹⁶ Annual rentals of \$3,000 each for Washington, McCombs Dam and 149th Street Bridges.

¹⁷ Consists of bridge rentals, \$10,900, and tax on streets and curves, \$581.57.

¹⁸ No taxes are accrued as City of New York does not pay taxes to itself.

¹⁹ Consists of tax on terminal facilities, \$1,083.86, and personal property tax, \$687.53.

²⁰ Consists of passenger minimum tax, \$500; trackage (linear foot) tax, \$4,269.76, and tax on miscellaneous spurs, \$554.75.

²¹ Tax on Jane Street Loop,

²² Tax on dividends.

TABLE XIV. Taxes, 1930:

OPERATING STREET RAILWAYS	LOCAL				
	Real estate	Corporate real property	Special franchise	Car license	Gross receipts, percentage of
RAPID TRANSIT					
Interborough Rapid Transit.....	\$555,479 02	\$148,020 95	\$1,181,068 35		
Subway division.....	181,114 97	9,298 25			
Elevated division.....	374,364 05	138,722 70	1,181,068 35		
New York Rapid Transit (B.-M. T.).....	96,889 29	543,596 12	597,272 32		
Total.....	\$652,368 31	\$691,617 07	\$1,778,340 67		
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Manhattan:					
Third Avenue.....	\$163,147 87		\$102,472 45	\$2,700 00	\$31,248 93
Belt Line.....	32,892 00		18,269 95	1,250 00	
Dry Dock, E. B'way. & B.....	25,460 85		10,200 49	4,050 00	265 00
42d St. Manh. & St. N. Ave.....	9,818 00				89,244 90
Third Ave. Ry. Sys. Cos. in Man.....	231,318 72		130,942 89	8,000 00	120,758 83
Other Manhattan Companies:					
Second Avenue.....	38,332 50				11,257 48
New York Railways.....	167,596 40	\$40 45	121,935 83	18,500 00	80,477 96
Eighth & Ninth Avenues, Recr.....					
New York & Harlem.....	6,725 00		26,285 30		18,164 26
Other Manhattan Companies.....	212,653 90	40 45	148,221 13	18,500 00	109,899 70
Total.....	\$443,972 62	\$40 45	\$279,164 02	\$26,500 00	\$230,658 53
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....					\$80,998 60
Southern Boulevard.....					29,485 64
Union.....	\$29,359 73				276,136 08
Westchester Electric.....	6,086 48		\$2,669 71		15,908 84
Total.....	\$35,446 21		\$2,669 71		\$402,529 16
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	\$291,872 62	\$63,553 52	\$302,045 85	\$28,040 00	\$65,522 17
South Brooklyn.....	828 37	124,340 00	822 59		
Dept. of Pl. & Str. (Williamsburg Bridge Line).....					
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	4,818 86				12,365 21
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....					
Bush Terminal.....					
Total.....	\$297,519 85	\$187,893 52	\$302,868 44	\$28,040 00	\$77,887 38
QUEENS SURFACE					
New York & Queens County, Receivers.....	\$12,142 80	\$4,205 50	\$220 96		\$10,018 17
Steinway Railways, Receivers.....	(15)		(15)		
Jamaica Central.....	4,331 07	1,049 84	33 44		8,136 06
Manhattan & Queens.....					
Total.....	\$16,473 87	\$5,255 34	\$254 40		\$18,154 23
RICHMOND RAILWAYS					
Richmond Railways.....	\$3,521 29	\$671 25	\$12,391 26		
Southfield Beach.....		922 21			
Total.....	\$3,521 29	\$1,593 46	\$12,391 26		
Total, street surface lines.....	\$796,933 84	\$194,782 77	\$597,347 83	\$54,540 00	\$729,229 30
Grand Total.....	\$1,449,302 15	\$886,399 84	\$2,375,688 50	\$54,540 00	\$729,229 30

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

² Balance of Federal Income Taxes unpaid for period Jan. 1, 1924 to Dec 31, 1927, \$1,509,848.26, were transferred to Deferred Charges. No Federal Income Taxes have been accrued on Subway division since January 1, 1928.

³ Tax on Bond Interest payments.

⁴ Licence plate tax.

⁵ Tax on personal property.

⁶ Delancey Street permit.

⁷ Tax on gasoline.

⁸ Stipulated rents to the City.

(B) Tax payments

Bridge tolls	Other	Total	STATE			FEDERAL		Grand total
			Gross earnings	Capital stock	Other	Income	Other	
		\$1,884,568 32	\$248,036 97	\$201,298 91		² \$181,953 77	³ \$43,387 58	² \$2,559,245 55
		190,413 22	250,916 58	63,703 50		² 56,548 38	³ 17,419 05	² 579,000 73
		1,694,155 10	Cr 2,879 61	137,595 41		125,405 39	³ 25,968 53	1,980,244 82
\$98,733 60		1,336,491 33	182,235 00	113,104 00	⁴ \$349 00	340,641 76		1,972,821 09
\$98,733 60		\$3,221,059 65	\$430,271 97	\$314,402 91	\$349 00	\$522,595 53	\$43,387 58	\$4,532,066 64
	⁵ \$379 50	\$299,948 75	\$15,330 58	\$15,258 94	⁴ \$2,168 00			\$332,706 27
		52,411 95	1,683 33	36 70				54,131 98
	⁶ 100 00	40,076 34	3,303 69	60 00				43,440 03
		99,062 90	10,843 89	2,212 98				112,119 77
	479 50	491,499 94	31,161 49	17,568 62	2,168 00			542,398 05
	⁵ 2,530 00	52,119 98	4,464 83	1,671 20	⁷ 114 44			58,370 45
⁸ 40,000 00		428,550 64	32,559 69	6,065 13	⁴ 429 00			467,604 46
		51,174 56	⁹ Cr 715 50					50,459 06
42,530 00		531,845 18	36,309 02	7,736 33	643 44			576,433 97
	\$43,009 50	\$1,023,345 12	\$67,470 51	\$25,304 95	\$2,711 44			\$1,118,832 02
	¹⁰ \$9,000 00	\$89,998 60	\$8,766 81	\$4,318 66				\$103,084 07
		29,485 64	2,967 39	25 00				32,478 03
	¹¹ 10,544 59	316,040 40	24,040 99	1,083 37	⁴ \$646 50			341,811 26
		24,665 03	3,732 44	50 00	⁴ 825 93			29,273 40
	\$19,544 59	\$460,189 67	\$39,507 63	\$5,477 03	\$1,472 43			\$506,646 76
\$31,030 00		\$782,064 16	\$117,791 33	\$49,182 56	⁴ \$5,405 25	\$114,960 60		\$1,069,403 90
		125,990 96	4,375 28	7,972 32				138,338 56
5,744 25	¹² \$3,870 11	26,798 43	1,100 18	430 70		147 71		28,477 02
	¹⁴ 5,324 51	5,324 51	1,223 16	20 00				6,567 67
\$36,774 25	\$9,194 62	\$940,178 06	\$124,489 95	\$57,605 58	\$5,405 25	\$115,108 31		\$1,242,787 15
	⁵ \$1,065 24	\$27,652 67	\$3,987 15	\$191 75		\$863 84		\$32,695 41
	¹⁶ 1,977 53	¹⁶ 1,977 53	4,181 47		⁴ \$56 00			¹⁶ 6,215 00
	⁶ 50 60	13,601 01	3,386 58	¹⁷ 1,200 00		24,645 66		42,833 25
	\$3,093 37	\$43,231 21	\$11,555 20	\$1,391 75	\$56 00	\$25,509 50		\$81,743 66
	⁵ \$379 50	\$16,963 30	\$3,490 39	\$3,000 00		\$3,936 22		\$27,389 91
		922 21	47 65	215 48				1,185 34
	\$379 50	\$17,885 51	\$3,538 04	\$3,215 48		\$3,936 22		\$28,575 25
\$36,774 25	\$75,221 58	\$2,484,829 57	\$246,561 33	\$92,994 79	\$9,645 12	\$144,554 03		\$2,978,584 84
\$135,507 85	\$75,221 58	\$5,705,889 22	\$676,833 30	\$407,397 70	\$9,994 12	\$667,149 56	\$43,387 58	\$7,510,651 48

⁹ Represents the difference between the refund of \$5,918.92 by State Tax Commission for over-payment of gross earnings tax for 1927, and payment of \$5,203.42 for taxes for 1929.

¹⁰ Annual rentals of \$3,000 each for Washington, McCombs Dam and 149th Street Bridges.

¹¹ Bridge rentals, \$9,950.00 and tax on streets and curves, \$594.59.

¹² The City of New York does not pay taxes to itself.

¹³ Consists of tax on terminal facilities, \$3,300.86 and personal property tax, \$569.25.

¹⁴ Consists of Passenger minimum tax, \$500; trackage (linear foot) tax, \$4,269.76 and tax on miscellaneous spurs, \$554.75.

¹⁵ "Awaiting final segregation of property Receivers have not paid any Real Estate or Special Franchise Taxes to the City of New York".

¹⁶ Jane Street Loop.

¹⁷ Tax on dividends.

TABLE XIV. Taxes, 1930:

OPERATING STREET RAILWAYS	LOCAL			
	Real estate	Corporate real property	Special franchise	Car license
RAPID TRANSIT				
Interborough Rapid Transit.....	\$536,460 18	\$78,793 90	\$199,760 68	
Subway division.....	536,460 18	27,911 50		
Elevated division.....		50,882 40	199,750 68	
New York Rapid Transit (B.-M. T.).....			^{3,4} 665,472 56	
Total.....	\$536,460 18	\$78,793 90	\$865,223 24	
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....			⁶ \$109,950 69	
Belt Line.....			6,698 73	
Dry Dock, E. B'way & B.....			31,981 15	
42d St., Manh. & St. N. Ave.....			3,744 13	
Third Ave. Ry. Sys. Cos. in Man.....			162,374 70	
Other Manhattan Companies:				
Second Avenue.....			241,400 75	
New York Railways.....				
Eighth & Ninth Avenues ⁶			768,829 84	\$41,623 19
Eighth & Ninth Avenues, Recr.....			200,570 42	14,501 89
New York & Harlem.....				
Other Manhattan Companies.....			1,210,801 01	56,125 08
Total.....			\$1,363,175 71	\$56,125 08
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....				
Southern Boulevard.....				
Union.....			\$63,011 32	
Westchester Electric.....				
Total.....			\$63,011 32	
BROOKLYN SURFACE				
Brooklyn & Queens Transit ¹	⁷ \$11,533 80	⁷ \$413,445 43	⁷ \$1,383,583 41	
South Brooklyn.....		4,561 54	3,924 00	
Dept. of Pl. & Str. (Williamsburg Bridge Line).....			1,045 58	
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	902 15		⁸ 103,058 41	
Bush Terminal.....				
Total.....	\$12,435 95	\$418,006 97	\$1,491,611 40	
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$14,462 22	\$5,957 10	\$134,713 16	
Steinway Railways, Receivers.....	¹⁰ 67,693 94		¹⁰ 96,596 32	
Jamaica Central.....			150,979 45	
Manhattan & Queens.....				
Total.....	\$82,156 16	\$5,957 10	\$382,288 93	
RICHMOND SURFACE				
Richmond Railways.....				
Southfield Beach.....				
Total.....				
Total, street surface lines.....	\$94,592 11	\$423,964 07	\$3,300,087 36	\$56,125 08
Grand total.....	\$631,052 29	\$502,757 97	\$4,165,310 60	\$56,125 08

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

² Federal Income taxes for 1924-1930 were accrued and paid as follows:

	Subway Division	Elevated Division	Total 1. R. T.
Accrued.....	\$2,109,548 38	\$2,148,900 00	\$4,258,448 38
Paid.....	599,700 12	1,762,304 92	2,362,005 04

Balance Unpaid..... *\$1,509,848 26 \$386,595 08 \$1,896,443 34

* Balance Unpaid of Federal Income Taxes on Subway division for period Jan. 1, 1924 to Dec. 31, 1927, transferred to Deferred Charges. See note 2 on preceding double page.

³ Of which \$172,379.48 is on account of Contract No. 4.

⁴ In dispute.

⁵ Includes tax for Kingsbridge Railway, \$15,516.91.

(C) Taxes due and unpaid

Gross receipts, percent- age of	Bridge tolls	Total	STATE		FEDERAL		GRAND TOTAL	
			Gross earnings		Income	Other	Amount	Of which not taken on books by re- spondent
		\$815,004 76			(2)		² \$815,004 75	
		564,371 68			(2)		² 564,371 68	
		250,633 08			(2)		² 250,633 08	
	\$5,814 00	671,286 56					671,286 56	
	\$5,814 00	\$1,486,291 32					\$1,486,291 32	
		\$109,950 69					\$109,950 69	
		6,698 73					6,698 73	
		31,981 15					31,981 15	
		3,744 13					3,744 13	
		152,374 70					152,374 70	
		241,400 75					241,400 75	
\$4,266 23		814,719 26	\$42,927 35				⁶ 857,646 61	
2,405 80		217,478 11	17,987 57				235,465 68	
6,672 03		1,273,598 12	60,914 92				1,334,513 04	
\$6,672 03		\$1,425,972 82	\$60,914 92				\$1,486,887 74	
		\$63,011 32					\$63,011 32	
		\$63,011 32					\$63,011 32	
\$2,347 25		⁷ \$1,810,909 89					⁷ \$1,810,909 89	\$1,169,132 09
		8,485 54					8,485 54	4,242 77
		1,947 73	\$2,189 83				4,137 56	
		103,058 41					⁸ 103,058 41	
\$2,347 25		\$1,924,401 57	\$2,189 83				\$1,926,591 40	\$1,173,374 86
\$20,728 83		\$175,861 31	\$37,078 00				⁹ \$212,939 31	
2,252 12		166,542 38					166,542 38	
		150,979 45	¹¹ 28,358 40				179,337 85	
\$22,980 95		\$493,383 14	\$65,436 40				\$558,819 54	
\$29,652 98	\$2,347 25	\$3,906,768 85	\$128,541 15				\$4,035,310 00	\$1,173,374 86
\$29,652 98	\$8,161 25	\$5,393,060 17	\$128,541 15				\$5,521,601 32	\$1,173,374 8

⁶ Includes taxes accrued prior to the merger, as follows: Eighth Avenue, \$464,757.85; Ninth Avenue \$357,063.52; total, \$821,821.37.

⁷ Of which the following is due on the property of the predecessor companies:

	Real estate	Corporate real property	Special franchise	Total
Brooklyn, Queens Co. & Sub.		\$413,445 43	\$309,862 32	\$723,307 75
Coney Island & Brooklyn			117,488 99	117,488 99
DeKalb Ave. & North Beach			3,270 66	3,270 66
Coney Island & Gravesend			11,144 27	11,144 27
Nassau Electric	\$11,533 80		471,258 97	482,792 77
Brooklyn City			470,558 20	470,558 20
Total	\$11,533 80	\$413,445 43	\$1,383,583 41	\$1,808,562 64

⁸ In litigation.

⁹ Accrued prior to Receivership.

¹⁰ See note 15 on preceding double page.

¹¹ Includes tax on stock subscription rights, \$60.

TABLE XV. CONDENSED INCOME (AND SURPLUS) STATEMENTS,

OPERATING STREET RAILWAYS	Revenue from street railway operations (Table XII)	Street railway operating expenses (Table XIII, A)	Street railway taxes (Table XIV, A)	Street railway operating income
RAPID TRANSIT				
Interborough Rapid Transit.....	\$72,391,867 17	\$46,401,437 95	\$2,522,435 08	\$24,467,994 14
Subway division.....	53,310,935 22	30,546,062 77	547,153 19	22,217,719 26
Elevated division.....	19,080,931 95	14,855,375 18	1,975,281 89	2,250,274 88
New York Rapid Transit (B.-M. T.).....	37,111,694 83	22,915,511 16	2,078,748 13	12,117,435 54
Total.....	\$109,503,562 00	\$68,316,949 11	\$4,601,183 21	\$36,585,429 68
MANHATTAN AND BRONX SURFACE				
Third Avenue.....	\$4,718,689 79	\$3,183,547 07	\$323,188 75	\$1,211,953 97
Belt Line.....	310,925 58	236,564 65	52,565 00	21,795 93
Dry Dock, E. B'way & B.....	641,024 33	6,639,646 90	43,321 48	D 41,944 05
42d St., Manh. & St. N. Ave.....	2,023,476 46	\$1,588,298 91	96,287 47	338,890 08
New York City Interborough.....	1,801,331 20	\$1,225,219 48	104,235 07	471,876 65
Southern Boulevard.....	566,480 65	\$6,405,173 78	31,169 51	130,137 36
Union.....	5,137,851 44	\$3,927,952 27	338,792 18	871,106 99
Westchester Electric.....	777,284 21	570,285 23	29,873 63	177,125 35
Third Ave. Ry. System in City.....	15,077,063 66	11,776,688 29	1,019,433 09	3,180,942 28
Second Avenue.....	863,491 09	\$768,460 12	87,392 74	7,638 23
New York Railways.....	5,843,357 45	4,767,996 39	452,304 54	623,056 52
Eighth & Ninth Avenues.....				
Eighth & Ninth Avenues, Recr.....	983,563 13	937,799 01	68,960 64	D 23,196 52
New York & Harlem:				
Tracton. lines.....	898,705 78	1,046,940 28	46,785 02	D 195,019 52
Steam lines.....				
Total.....	\$24,566,181 11	\$19,297,884 09	\$1,674,876 03	\$3,593,420 99
BROOKLYN SURFACE				
Brooklyn Heights ¹		\$1 50		D \$1 50
Brooklyn & Queens Transit ²	\$22,627,819 05	17,745,698 63	\$1,240,220 47	3,641,899 95
South Brooklyn.....	1,036,913 44	639,874 98	149,103 20	247,935 26
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	297,231 63	249,537 85		47,693 78
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	79,441 09	78,262 64	10,932 45	D 9,754 00
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	12,198 89	13,033 76	605 72	D 1,440 59
Bush Terminal.....	234,230 60	135,962 40	18,432 02	79,836 18
Total.....	\$24,287,834 70	\$18,862,371 76	\$1,419,293 86	\$4,006,169 08
QUEENS SURFACE				
New York & Queens County, Recrs.....	\$923,015 34	\$839,641 05	\$32,473 76	\$50,900 53
Steinway Railways, Recrs.....	798,749 19	834,873 65	26,739 94	D 62,864 40
Jamaica Central.....	669,894 21	556,146 48	32,762 66	80,985 07
Ocean Electric (to Aug. 26, 1928).....				
Manhattan & Queens.....	508,919 14	427,413 45	10,520 85	70,984 84
Total.....	\$2,900,577 88	\$2,658,074 63	\$102,497 21	\$140,006 04
RICHMOND SURFACE				
Richmond Railways.....	\$652,480 99	\$600,090 59	\$25,746 14	\$26,644 26
Southfield Beach.....	10,811 30	8,502 19	1,252 69	1,056 42
Total.....	\$663,292 29	\$608,592 78	\$26,998 83	\$27,700 68
Total, street surface lines.....	\$52,417,885 98	\$41,426,923 26	\$3,223,665 93	\$7,767,296 79
Grand total.....	\$161,921,447 98	\$109,743,872 37	\$7,824,849 14	\$44,352,726 47

NOTE.— Duplications in the totals result from intercompany transactions, affecting chiefly rents, sales of power, interest and dividends. A consolidated income statement for all companies in the city, considered as a single system, would eliminate such intercompany transactions and reduce income and expenses by an identical amount.

¹ Discontinued operation May 18, 1924; the assets were turned over to and liabilities assumed by the B.-M. T. Corp. pursuant to order of U. S. District Court dated July 10, 1929.

² The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

³ Comparison is made with Gross Income for 1929, which included in Operating Expenses a credit for excess maintenance — Subway div., \$485,080.46; Elevated div., \$2,775,235.55; total, \$3,260,316.01.

⁴ Includes \$5,477,626.38 payable to City of New York under Contract No. 3. In addition to the amount of \$404,775.94 charged in 1929, \$5,886,342.30 was paid on August 30, 1929 in connection with settlement of Objections up to and including June 30, 1929.

⁵ Includes \$304,750 dividend rental (7 per cent per annum) on 43,510 shares of non-assenting stock of Manhattan Ry. Co.; excludes \$2,782,450 (5 per cent per annum) on 556,490 shares of modified guarantee stock of Manhattan Ry. Co., carried on Balance Sheet under Deferred Charges.

YEAR ENDED JUNE 30, 1930: (A) Operating companies

Other income (net)	GROSS INCOME APPLICABLE TO CORPORATE AND LEASED PROPERTIES		DEDUCTIONS FROM GROSS INCOME		
	Total for the year	Year's increase or (D) decrease	Interest on funded debt	Other interest	Rent for lease of other road and equipment
\$356,040 42	\$24,824,034 56	³ D \$3,433,814 39	\$11,316,890 39	\$209,621 12	^{4,5} \$10,296,491 73
271,181 19	22,488,900 45	³ D 780,292 94	8,708,019 02	189,886 43	⁴ 8,132,341 16
84,869 23	2,335,134 11	³ D 2,653,521 45	2,608,871 37	19,734 69	⁵ 2,164,150 57
494,599 53	12,612,035 07	293,097 30	6,492,710 00	72,773 77	.....
\$850,639 95	\$37,436,069 63	D \$3,140,717 09	\$17,809,600 39	\$282,394 89	\$10,296,491 73
\$1,676,163 43	⁶ \$2,888,117 40	\$13,413 33	\$2,256,420 00	\$28,580 38	.....
732 53	22,528 46	16,679 43	87,500 00	6,664 29	.....
1,480 28	⁶ D 40,463 77	28,877 89	120,628 00	126,940 25	.....
2,632 76	⁶ 341,522 84	D 134,276 37	25,000 00	350,247 32	.....
⁷ 37,179 65	⁶ 509,056 30	D 33,452 54	.....	⁷ 89,159 84	.....
3,666 27	⁶ 133,803 63	48,403 29	12,500 00	28,050 20	.....
124,348 09	⁶ 995,455 08	47,790 01	100,000 00	477,897 24	.....
24,508 25	201,633 60	93,048 28	25,000 00	191,559 78	.....
¹ 1,870,711 26	⁵ 5,051,653 54	⁸ 80,483 32	² 2,627,048 00	¹ 2,299,099 30	.....
3,768 97	⁶ 11,407 20	⁸ D 16,500 21	.....	15,722 94	.....
131,366 31	754,422 83	D 194,487 84	⁹ 1,487,962 72	.....	.....
33,821 85	33,821 85	D 4,170 90	.....	81,229 45	.....
146 83	D 23,049 69	D 1,548 24	.....	344 34	.....
12,668 63	D 182,350 89	D 17,983 02	.....	175,088 10	.....
¹⁰ 1,420,000 00	1,420,000 00	.....	¹¹ 420,000 00	.....	.....
\$3,472,483 85	\$7,065,904 84	D \$154,206 89	\$4,535,010 72	\$1,571,484 13	.....
\$2,007 85	\$2,006 35	D \$100,475 22	\$2,777 79	.....	.....
403,424 54	4,045,324 49	937,000 60	1,430,666 25	\$295 94	.....
23,920 12	271,855 38	D 2,381 02	.....	126,535 08	.....
9,037 50	56,731 28	8,441 59	¹² 7,278 96	.....	.....
16,014 32	6,260 32	D 1,299 00	.....	.....	.....
154 20	D 1,286 39	1,233 68	710 41	.....	.....
1,808 15	81,644 33	D 24,954 35	.....	72,702 89	.....
\$456,366 68	\$4,462,535 76	\$817,566 28	\$1,441,433 41	\$199,533 91	.....
\$16,754 29	\$67,654 82	D \$79,402 25	\$52,000 00	\$224,244 78	.....
3,870 37	D 58,994 03	D 88,273 59	.....	.....	.....
8,581 72	89,566 79	13,469 72	.....	.....	.....
2,978 07	73,962 91	2,838 39	.....	80,035 14	.....
332,184 45	\$172,190 49	D \$153,645 36	\$52,000 00	\$304,279 92	.....
\$7,488 83	\$34,133 09	D \$2,458 05	.....	.....	.....
34 79	1,091 21	D 21 59	.....	\$1,860 00	.....
\$7,523 62	\$35,224 30	D \$2,479 64	.....	\$1,860 00	.....
\$3,968,558 60	⁶ \$11,735,855 39	\$507,234 39	\$6,028,444 13	\$2,077,157 96	.....
\$4,819,198 55	⁶ \$49,171,925 02	D \$2,633,482 70	\$23,838,044 52	\$2,359,552 85	\$10,296,491 73

⁶ Operating Expenses of the companies indicated by footnote 6 are understated and Gross Income and Net Corporate Income are correspondingly overstated because of a credit to depreciation for expenditures for maintenance which have exceeded the estimated amount for maintenance and depreciation combined. Operating Expenses adjusted for this excess maintenance are shown on the last page of Table XIII, A.

⁷ Included in both Non-Operating Income and Deductions from Gross Income is \$3,480 interest on \$87,000 First Mortgage 4% Gold Bonds reacquired for Sinking Fund.

⁸ Comparison is made with combined figures of Second Avenue, Receiver, July 1, 1928 to Mar. 11, 1929 and Second Avenue Corp., Mar. 12 to June 30, 1929.

⁹ Interest on Income Bonds amounting to \$1,241,128.32 for the year ended June 30, 1930, not included in income statement by Company, is here charged to Income.

¹⁰ Represents annual rental paid by the New York Central R. R. Co. for lease of steam portion of the New York & Harlem, which amount is paid direct to security holders in form of dividends on stock and interest on bonds.

¹¹ Represents interest on bonds paid direct to bondholders by the New York Central R. R. Co.; see note 10 above.

¹² Represents interest on Corporate Stock which is not paid out of trolley earnings but is reported for comparison with other roads.

TABLE XV. Condensed income (and surplus) statements,

OPERATING STREET RAILWAYS	DEDUCTIONS FROM GROSS INCOME — <i>Concluded</i>			
	Other rent	Other deductions ¹	Total deductions	Year's increase or (D) decrease
RAPID TRANSIT				
Interborough Rapid Transit.....	\$203,973 06	\$2,169,685 86 ⁶	\$24,196,662 16	\$4,989,479 35
Subway division.....		1,624,487 78	18,654,734 39	5,039,681 94
Elevated division.....	203,973 06	545,198 08	5,541,927 77	D 50,202 59
New York Rapid Transit (B.-M. T.).....	323,938 38	832,069 19	7,721,491 34	228,911 68
Total.....	\$527,911 44	\$3,001,755 05	\$31,918,153 50	\$5,218,391 03
MANHATTAN AND BRONX SURFACE				
Third Avenue.....	\$2,662 60	¹⁰ \$38,166 00	¹⁰ \$2,325,828 98	\$17,536 91
Belt Line.....	39,873 53	2,916 60	136,954 42	11,613 57
Dry Dock B. B'way & B.....	71,104 14		318,672 39	16,588 67
42d St., Manh. & St. N. Ave.....	170,999 14	55 00	546,301 46	D 1,203 51
New York City Interborough.....	145,745 56	¹¹ 33,480 00	¹² 268,385 40	27,421 29
Southern Boulevard.....	37,965 60	¹² 161 00	¹² 78,676 80	1,005 91
Union.....	361,413 86	¹³ 991 62	¹³ 940,302 72	57,009 29
Westchester Electric.....	61,141 57	(¹⁴)	¹⁴ 277,701 35	D 3,291 71
Third Ave. Ry. System in City.....	890,906 00	75,770 22	4,892,823 52	126,680 43
Second Avenue.....	1,150 23		16,873 17	²¹ D 139,142 51
New York Railways.....	156,130 30	¹⁶ 319,829 67	¹⁷ 1,963,922 69	D 153,112 53
Eighth & Ninth Avenues.....			81,229 45	D 4,162 50
Eighth & Ninth Avenues, Receiver.....	67,574 75		67,919 09	D 121 57
New York & Harlem:				
Traction lines.....	145,534 77		320,622 87	20,511 50
Steam line.....			420,000 00	
Total.....	\$1,261,296 05	\$395,599 89	\$7,763,390 79	D \$149,347 19
BROOKLYN SURFACE				
Brooklyn Heights ⁴			\$2,777 79	D \$692,828 91
Brooklyn & Queens Transit ⁵	\$93,095 23	\$22,075 97	1,546,133 39	D 1,355,179 29
South Brooklyn.....	40,599 13		167,134 21	D 46,580 24
Dept. of Pl. & Str. (Williamsburg Bridge Line).....			7,278 96	
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....		2,202 16	2,202 16	D 3,270 35
Van Brunt St. & Erie Basin, Recr. (to Dec. 14, 1929).....	215 04		925 45	D 1,024 55
Bush Terminal.....	72,071 61		144,774 50	14,039 97
Total.....	\$205,981 01	\$24,278 13	\$1,871,226 46	D \$2,084,843 37
QUEENS SURFACE				
New York & Queens County, Receivers.....	\$1,572 92		\$277,817 70	D \$739 34
Steinway Railways, Receivers.....	63,488 27		63,488 27	D 474 29
Jamaica Central.....	24,346 38		24,346 38	13,596 60
Ocean Electric (to Aug. 26, 1928).....				D 1 00
Manhattan & Queens.....	43,646 07		123,681 21	3,789 64
Total.....	\$133,053 64		\$489,333 56	\$16,171 61
RICHMOND SURFACE				
Richmond Railways.....	\$4,999 92		\$4,999 92	
Southfield Beach.....	387 38		2,247 38	\$18 92
Total.....	\$5,387 30		\$7,247 30	\$18 92
Total, street surface lines.....	\$1,605,718 00	\$419,878 02	\$10,131,198 11	D \$2,218,000 03
Grand total.....	\$2,133,629 44	\$3,421,633 07	\$42,049,351 61	\$3,000,391 00

¹ Includes charges on account of amortization of debt discount, income tax on bond interest assumed, sinking fund accruals, etc.

² For details see abstracts of companies' returns.

³ Several companies, indicated by footnote 3, have not made charges to the account Accrued Amortization of Capital, in accordance with the accounting order, and this affects the significance of the Surplus returned by each.

⁴ See note 1 on preceding double page.

⁵ See note 2 on preceding double page.

⁶ See note 5 on preceding double page.

⁷ See note 4 on preceding double page.

⁸ There has been transferred from Surplus adjustments to Income deductions, \$819,606.67, representing two semi-annual payments in Sinking Fund for Refunding Mortgage Bonds.

⁹ Of which \$1,131,040 is payable July 2, 1930.

¹⁰⁻¹⁴ Loss on Operation of Subsidiary Companies, reported as a deduction from Income, has here been transferred to Surplus Adjustments, as follows: ¹⁰ \$658,894.15 (See note 1, page 413); ¹¹ \$25,124.95 (See note 1, page 394); ¹² \$10,278.39 (See note 1, page 407); ¹³ \$191,592.43 (See note 1, page 420); ¹⁴ \$28,110.93 (See note 1, page 422).

¹⁵ See note 6 on preceding double page.

year ended June 30, 1930: (A) Operating companies — Concluded

NET CORPORATE INCOME OR (D) LOSS		SURPLUS ACCOUNT			
Total for the year	Year's increase or (D) decrease	Accumulated balance, June 30, 1929	Dividends	Net adjustments ²	Accumulated balance, June 30, 1930 ³
\$627,372 40	D \$8,423,293 74	\$20,559,979 35	.....	Dr \$18,768,152 57	\$2,419,199 18
3,834,166 06	D 5,819,974 88	.....	.....	.....	.....
D 3,266,793 66	D 2,603,318 86	.....	.....	.....	.....
⁸ 4,890,543 73	64,185 62	4,738,160 23	⁹ \$4,524,160 00	⁸ Dr 387,835 13	4,716,708 83
\$5,517,916 13	D \$8,359,108 12	\$25,298,139 58	\$4,524,160 00	Dr \$19,155,987 70	\$7,135,908 01
^{10, 15} \$562,288 42	D \$4,123 58	D \$1,795,406 99	.....	¹⁰ Dr \$537,646 32	D \$1,770,764 89
D 114,425 96	5,065 86	D 855,281 44	.....	Cr 4,068 83	³ D 965,638 57
¹⁵ D 359,136 16	12,289 22	D 2,910,535 04	.....	Cr 3,396 56	D 3,266,274 64
¹⁵ D 204,778 62	D 133,072 86	D 165,581 48	.....	Dr 75,945 75	D 446,305 85
^{11, 15} 240,670 90	D 60,873 83	D 749,021 32	.....	¹¹ Cr 796 49	D 507,553 93
^{12, 15} 55,126 83	47,397 38	D 558,208 03	.....	¹² Dr 2,632 27	D 505,713 47
^{13, 15} 55,152 36	D 9,219 28	D 869,470 85	.....	¹³ Dr 164,243 42	D 978,561 91
¹⁴ D 76,067 75	96,339 99	D 2,702,712 48	.....	¹⁴ Dr 68,285 56	D 2,847,065 79
¹⁴ 158,830 02	D 46,197 10	D 10,606,217 63	.....	Dr 840,491 44	D 11,287,879 05
¹⁵ D 5,465 97	²¹ 122,642 30	24,367 48	.....	Dr 354 60	18,546 91
¹⁷ D 1,209,499 86	D 41,375 31	1,281,742 55	.....	¹⁷ Cr 1,258,951 85	¹⁸ 1,331,194 54
D 47,407 60	D 8 40	D 410,474 32	.....	Cr 1,343 05	D 456,533 87
D 90,968 78	D 1,426 67	D 247,101 16	.....	Cr 10,442 64	³ D 327,627 30
D 502,973 76	D 38,494 52	D 1,814,157 94	.....	Dr 494 95	D 2,317,626 65
1,000,000 00	.....	.....	¹⁹ \$1,000,000 00	.....	.....
D \$697,485 95	D \$4,859 70	D \$11,771,841 02	\$1,000,000 00	Cr \$429,401 55	D \$13,039,925 42
D \$771 44	\$592,353 69	D \$8,263,142 70	.....	.....	⁴ [\$3,263,914 14]
2,499,191 10	2,292,179 89	D 2,653,191 65	\$1,133,000 00	²⁰ Cr \$4,138,797 21	\$2,851,796 66
104,721 17	44,199 22	931,628 86	40,000 00	Cr 23,524 29	1,019,874 32
49,452 32	8,441 59	28,196 41	.....	Cr 400 00	³ 78,048 73
4,058 16	1,971 35	4,305 71	16,875 00	Cr 10,532 71	[2,021 58]
D 2,211 84	2,258 23	9,680 71	.....	.....	(7,463 87)
D 63,130 17	D 38,994 32	D 1,271,864 91	.....	Dr 618 20	³ D 1,335,613 28
\$2,591,309 30	\$2,902,409 65	D \$11,214,387 57	\$1,189,875 00	Cr \$4,172,636 01	\$2,614,106 43
D \$210,162 88	D \$78,662 91	D \$7,498,625 43	.....	Dr \$88,351 81	D \$7,797,140 12
D 122,482 30	D 87,799 30	D 27,960 64	.....	Cr 7,655 91	³ D 142,787 03
65,220 41	D 126 88	134,663 55	\$48,000 00	Dr 11,137 20	140,746 76
D 49,718 30	2,839 39	.....	.....	.....	.....
D \$317,143 07	D 6,067 27	D 881,750 56	.....	Dr 4,705 23	D 936,174 09
D \$317,143 07	D \$169,816 97	D \$8,273,673 08	\$48,000 00	Dr \$96,538 33	D \$8,735,354 48
\$29,133 17	D \$2,458 05	\$93,473 21	.....	.....	³ \$122,606 38
D 1,156 17	D 40 51	7,183 30	.....	.....	³ 6,027 13
\$27,977 00	D \$2,498 56	\$100,656 51	.....	.....	\$128,633 51
¹⁵ \$1,604,657 28	\$2,725,234 42	D \$31,159,245 16	\$2,237,875 00	Cr \$4,505,499 23	D \$19,032,539 96
¹⁵ \$7,122,573 41	D \$5,633,873 70	D \$5,861,105 58	\$6,762,035 00	Dr \$14,650,488 47	D \$11,896,631 95

¹⁶ Includes \$274,991.86 Account operation of Controlled Companies, as follows:

Interest on Bonds:

Bleecker Street and Fulton Ferry	\$28,000 00
Broadway & Seventh Avenue (5 months ended Nov. 30, 1929)	\$105,375 00
Less amount advanced by Broadway & Seventh Avenue	2,088 84
	103,286 16
34th Street Crosstown	50,000 00
23rd Street	91,500 00
Sinking Fund — 23rd Street	2,205 70
Total	\$274,991 86

¹⁷ Interest of \$1,241,128.32 on Income Bonds, not included in income statement by the Company, is here charged to Income. This charge is credited back to Surplus in Net adjustments in order to show Surplus at June 30, 1930 as reported. Had interest on Income Bonds been charged since January 1, 1925, Surplus would be reduced by \$6,826,205.76, resulting at June 30, 1930 in a Deficit of \$5,495,011.22.

¹⁸ See note 17.

¹⁹ Represent dividends paid direct to stockholders by New York Central R. R. Co.; see note 10 preceding double page.

²⁰ Of which \$4,118,764.01 represents the difference between the Surplus reported by the Brooklyn & Queens Transit at July 1, 1929 and the combined Surplus or Deficit accounts, D \$2,653,191.65, of the predecessor companies at June 30, 1929.

²¹ See note 8 on preceding double page.

TABLE XV. Condensed income (and surplus) statements,

LESSOR AND SUBSIDIARY COMPANIES WITH LESSEES AND CONTROLLING CORPORATION INDICATED	NON-OPERATING REVENUES			Non- operating revenue deductions	Non- operating income
	Rent of road and equipment	Interest ¹	Total		
RAPID TRANSIT					
Interborough Rapid Transit: ²					
Manhattan Railway.....	³ \$4,696,180 07	⁴ \$6,727 34	\$4,702,907 41	\$33,609 76	\$4,669,297 65
MANHATTAN AND BRONX SURFACE					
Third Avenue:					
Kingsbridge.....	(7)				
Union:					
Bronx Traction.....	\$6,000 00		\$6,000 00		\$6,000 00
New York Railways:					
Bleecker Street & Fulton Ferry.....	(8)				
Broadway & Seventh Avenue.....	(9)	\$493 73	493 73	\$225,742 40	¹⁰ D 225,248 67
Christopher & Tenth Street.....					
42d Street & Grand St. Ferry.....		13,629 62	13,629 62	1,565 80	12,063 82
Sixth Avenue.....		379 77	379 77	176 10	203 67
34th Street Crosstown.....	(8)				
23d Street.....	(8)	99 84	99 84	85 00	14 84
Total.....	\$6,000 00	\$14,602 96	\$20,602 96	\$227,569 30	D \$206,966 34
Grand total.....	\$4,702,180 07	\$21,330 30	\$4,723,510 37	\$261,179 06	\$4,462,331 31

¹ Except as noted.

² The Interborough Rapid Transit reports for the year payments to the City as follows: Contracts Nos. 1 and 2, \$2,654,714.78 (interest on City bonds, \$2,086,115.52; sinking fund on City bonds, \$568,599.26); Contract No. 3, \$5,477,626.38. In addition, \$5,886,342.30 was paid on August 30, 1929 in connection with settlement of Objections to Accounting under Contract No. 3, up to and including June 30, 1929.

³ Consists of interest on outstanding bonds \$1,808,240; dividends on stock, \$2,836,599.50 (see note 6 below); cash for corporate expenses, \$50,000; and amortization of debt discount and expense on Manhattan Ry. Second mortgage bonds, \$1,340.57.

⁴ Includes miscellaneous non-operating revenue, \$4,390.52.

⁵ Amortization of debt discount and expense.

⁶ Consists of \$304,570, representing 7 per cent on 43,510 shares of non-assenting stock (of which \$76,142.50 is not payable until July 1, 1930) and \$2,532,029.50, representing dividends of \$4.55 per share paid on 556,490 shares of modified guarantee stock, for previous periods — \$1.25 per share for each of the quarters ended Dec. 31, 1927, March 31, 1928 and June 30, 1928, and \$.80 per share for the quarter ended September 30, 1928.

⁷ Respondent accrues no rental from lease of road and no interest on its note to the Third Avenue.

⁸ The New York Railways Corporation pays and charges to operation under agreements, interest on funded debt and sinking fund payments. For details, see note 16 on preceding double page.

year ended June 30, 1930: (B) Lessor and subsidiary companies

DEDUCTIONS FROM GROSS INCOME		Net corporate income or (D) loss	SURPLUS ACCOUNT			
Interest on funded debt	Other deductions		Accumulated balance, June 30, 1929	Dividends	Net adjustments	Accumulated balance, June 30, 1930
\$1,808,240 00	\$1,340 57	\$2,859,717 08	\$7,553,122 03	\$2,836,599 50		\$7,576,239 61
	(7)		\$5,052 98			\$5,052 98
	\$7,265 52	D \$1,265 52	D 112,099 63			D 113,365 15
(8)			192,976 71			⁹ 192,976 71
¹¹ \$13,956 61		D 239,205 28	1,327,069 11		¹² Cr \$24,790 83	⁹ 1,112,654 66
			272,377 98			⁹ 272,377 98
		12,063 82	1,447,150 11		¹² Dr 19,817 07	⁹ 1,439,396 86
		203 67	653,000 78			⁹ 653,204 45
(8)			D 8,048 00			D 8,048 00
(8)		14 84	292,820 97			⁹ 292,835 81
\$13,956 61	\$7,265 52	D \$228,188 47	\$4,070,301 01		Cr \$4,973 76	\$3,847,086 30
\$1,822,196 61	\$8,606 09	\$2,631,528 61	\$11,623,423 04	\$2,836,599 50	Cr \$4,973 76	\$11,423,325 91

⁹ Dividends on stock guaranteed by former lessees as part of rental but in default are included in Accumulated balances, June 30, 1929 and June 30, 1930 as follows:

Bleecker St. & Fulton Ferry...	\$90,435 48	from July 1, 1918-Mar. 12, 1925
Broadway & Seventh Avenue...	1,110,403 23	from Oct. 1, 1918-Jan. 15, 1924
Christopher & Tenth St.	268,666 66	from April 1, 1919-May 31, 1924
42d St. & Grand St. Ferry....	823,403 23	from Feb. 1, 1919-Mar. 12, 1925
Sixth Avenue.....	536,344 08	from July 1, 1921-Mar. 12, 1925
23rd Street.....	660,483 81	from Feb. 1, 1919-Mar. 12, 1925
Allowances for corporate expenses in default are also included: Bleecker St. & Fulton Ferry, \$3,719.35 (Jan. 1, 1919-Mar. 12, 1925); 23rd Street, \$9,298.39 (Jan. 1, 1919-Mar. 12, 1925).		

¹⁰ Includes \$225,000 "account of loss from operation during calendar year 1929". The New York Railways Corporation carries this amount in Suspense.

¹¹ Consists of \$11,450, return of interest on reacquired bonds paid to respondent by New York Railways in 1929 and \$2,506.61, advance to New York Railways to pay interest on outstanding First Consolidated mortgage bonds; see note 8 above.

¹² For details see abstract of Company's returns.

TABLE XVI. BALANCE SHEETS AS OF JUNE 30, 1930: (A) Summary of
§ 1.

ACCOUNTS	For details see Table	Rapid Transit Companies Div. B, § 1	Third Avenue Railway System ¹ Div. B, § 2
FIXED CAPITAL — GROSS INVESTMENT.....	XVII, B	\$508,432,186 18	\$78,347,706 00
Less Accrued amortization of capital.....	XIX	2 12,741,906 09	2,058,001 35
Fixed capital — net investment.....		\$495,690,280 09	\$76,289,704 65
OTHER INVESTMENTS:			
Miscellaneous investments.....	XVIII	\$17,443,638 34	\$35,651,484 67
Cost of bonds reacquired and held alive.....	XVIII	879,767 50	2,276,887 08
Total other investments.....	XVIII	\$18,323,405 84	\$37,928,371 75
DEPRECIATION FUNDS.....		\$10,438,268 64	
CURRENT ASSETS:			
Cash.....		\$9,362,296 77	\$566,798 02
Sinking funds and other special deposits.....		28,907,311 62	971,174 43
Bills and accounts receivable.....		791,233 26	400,106 37
Interest and dividends receivable.....		478,137 29	2,124,749 37
Controlling account (<i>see contra</i>).....			
Other current assets.....			
Total current assets.....		\$39,538,978 94	\$4,062,828 19
MATERIALS AND SUPPLIES.....		2,172,123 71	871,978 37
Total floating capital.....		\$41,711,102 65	\$4,934,806 56
MISCELLANEOUS TEMPORARY DEBITS:			
Temporary advances to associated companies.....		\$6,681,769 04	\$16,027,870 31
Prepayments.....		399,348 68	100,287 67
Unamortized debt discount and expense.....		10,249,206 83	996,605 06
Corporation (<i>see contra</i>).....			
Federal income taxes (Man. Ry.) paid under protest or in litigation.....		3,464,858 78	
Federal income taxes (Contract No. 3) accrued prior to July 1, 1929 (<i>per contra</i>).....		1,509,848 60	
Deferred rentals—New York Rapid Transit Corp. (<i>per contra</i>).....		1,505,017 84	
Deferred charges to Profit and Loss for dividend rental on Man. Ry. 5% Mod. guarantee stock if and when earned.....		5,119,708 00	
Investment in and advances to associated companies in liqui- dation.....		668,204 79	
B.-M. T. Corp., Trustee, Joint Stock Purchase Account.....		229,863 68	
Rentals unpaid.....			
Accrued amortization of capital — debit balance.....	XIX		
Assets of Contract No. 3 Enterprise — City has first lien (<i>per contra</i>).....		2,237,935 35	
Assets of Elev. Ext. Ent. — Company has first lien (<i>per contra</i>).....		1,283,052 69	
Deficits under Elevated Extensions Certificate (<i>per contra</i>).....		103,300,433 58	
Deficits under Elev. Ext. Ctf. for Materials and supplies and Securities deposited with State Ind. Comm.....		1,283,052 69	
Other suspense.....		2,170,473 23	335,139 81
Total deferred debit items.....		\$140,102,773 78	\$17,459,902 85
TOTAL ASSETS.....		\$706,265,831 00	\$136,612,785 81

¹ Represents total for Third Avenue Railway System Companies which file annual reports with this Commission; not a consolidated balance sheet for the entire system.

condensed statements for operating, lessor and subsidiary companies by systems or groups
Assets

STREET SURFACE COMPANIES					Grand total
Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	'Queens Div. B, § 5	Richmond Div. B, § 6	Total	
\$75,274,920 52	\$104,022,069 16	\$9,653,229 82	\$5,708,660 48	\$273,006,585 98	\$781,438,772 16
816,469 56	2,275,368 70	813,159 81	154,699 19	6,117,698 61	18,859,604 70
\$74,458,450 96	\$101,746,700 46	\$8,840,070 01	\$5,553,961 29	\$266,888,887 37	\$762,579,167 46
\$13,685,505 15	\$5,659,622 60	\$162,351 21	\$202,001 00	\$55,360,964 63	\$72,804,602 97
.....	340,423 50	.....	.....	2,617,310 58	3,497,078 08
\$13,685,505 15	\$6,000,046 10	\$162,351 21	\$202,001 00	\$57,978,275 21	\$76,301,681 05
.....	.....	.....	.....	.....	\$10,438,268 64
\$364,995 87	\$1,654,705 86	\$421,490 80	\$36,255 68	\$3,044,246 23	\$12,406,543 00
203,985 97	87,570 55	774,345 74	.....	2,037,076 69	30,944,388 31
2,783,818 12	540,025 88	30,391 38	3,653 28	3,757,995 03	4,549,228 29
522,955 88	68,743 19	19,432 04	.....	2,735,880 48	3,214,017 77
84,584 06	.....	.....	.....	84,584 06	84,584 06
37,500 00	.....	.....	.....	37,500 00	37,500 00
\$3,997,839 90	\$2,351,045 48	\$1,245,659 96	\$39,908 96	\$11,697,282 49	\$51,236,261 43
476,308 43	1,000,396 48	96,720 89	64,277 92	2,509,682 09	4,681,805 80
\$4,474,148 33	\$3,351,441 96	\$1,342,380 85	\$104,186 88	\$14,206,964 58	\$55,918,067 23
.....	\$40,954 75	.....	\$8,779 21	\$16,077,604 27	\$22,759,373 31
\$54,279 61	101,607 81	\$30,906 18	12,231 60	299,312 87	698,661 55
400,673 84	38,499 29	.....	.....	1,435,778 19	11,684,985 02
.....	.....	7,686,693 35	.....	7,686,693 35	7,686,693 35
.....	.....	.....	.....	.....	3,464,858 78
.....	.....	.....	.....	.....	1,509,848 60
.....	.....	.....	.....	.....	1,505,017 84
.....	.....	.....	.....	.....	5,119,708 00
.....	.....	.....	.....	.....	668,204 79
.....	163,545 45	.....	.....	163,545 45	393,499 13
3,502,754 23	.....	.....	.....	3,502,754 23	3,502,754 23
12,655 42	.....	.....	.....	12,655 42	12,655 42
.....	.....	.....	.....	.....	2,237,935 35
.....	.....	.....	.....	.....	1,283,052 69
.....	.....	.....	.....	.....	103,300,433 58
.....	.....	.....	.....	.....	1,283,052 69
2,833,991 79	791,440 36	444,630 99	46,404 06	4,451,607 01	6,622,080 24
\$6,804,354 89	\$1,136,047 66	\$8,162,230 52	\$67,414 87	\$33,629,950 79	\$173,732,724 57
\$99,422,459 33	\$112,234,236 18	\$18,507,032 59	\$5,927,564 04	\$372,704,077 95	\$1,078,969,908 95

² Includes capital retired from service; see first double page of Div. B, § 1 of this table.

TABLE XVI. Balance sheets as of June 30, 1930: (A) Summary of condensed
§ 2. Liabilities

ACCOUNTS	For details see Table	Rapid Transit Companies Div. B, § 1	Third Avenue Railway System ¹ Div. B, § 2
GROSS CAPITALIZATION:			
Capital stock.....	XX, B	\$118,683,516 23	\$28,840,700 00
Funded debt.....	XX, C	386,020,346 02	57,304,700 00
Other capitalization.....	XX, D		20,387,932 06
Total capitalization.....		\$504,703,862 25	\$106,533,332 06
CAPITALIZATION APPLICABLE TO "STEAM LINE".....			
EXPENDED FOR BETTERMENTS BY LESSEE.....			
UNFUNDED DEBT:			
Taxes accrued.....		\$4,569,451 58	\$694,105 61
Tort creditors.....			
Judgments unpaid.....			
Matured funded debt unpaid.....	XX, C		
Amounts due associated companies.....		4,060,541 76	11,907,256 33
Miscellaneous bills and accounts payable.....		2,729,004 42	441,742 36
Interest accrued:			
On income bonds.....			8,459,886 25
On other funded debt.....		8,473,760 58	1,109,525 76
On unfunded debt.....		243,203 16	1,844,334 59
Rent accrued for lease of road.....		7,882,217 04	
Other rents accrued.....		29,623 60	
Dividends declared.....		1,140,523 00	
Receiver in Foreclosure (see contra).....			
Receiver in Sequestration.....			
Controlling account.....	} see contra..... {		
Due for wages and salaries.....		879,452 29	153,994 66
Other unfunded debt.....		6,525 75	21,411 79
Total unfunded debt.....		\$30,014,303 18	\$24,632,257 35
RESERVES AND SUSPENSE CREDIT BALANCES:			
Manhattan Railway Lease Account.....		\$377,322 73	
Premium on capital stock.....		1,809,382 06	
Liability for Assets of Contract No. 3 Enterprise upon which City has first lien (per contra).....		2,237,935 35	
Liability for Assets of Elevated Extension Enterprise upon which Company has first lien (per contra).....		1,283,052 69	
Federal Income Taxes, Contract No. 3, accrued prior to July 1, 1929 (per contra).....		1,509,848 60	
Deferred rentals — New York Rapid Transit Corp. (per contra).....		1,505,017 84	
Deficits under Elevated Extensions Certificate (per contra).....		103,300,433 58	
Reserve for Loss or Gain in Operation of Others.....			\$10,945,601 93
Reserve for Adjustment of Stock and Obligations of Con- trolled Companies.....			4,494,413 41
Reserve for Net Obligations in re Final Accounting.....			
Reserve for Contingencies.....			
Sinking fund and other contractual reserves.....		39,362,547 61	833,880 00
Casualties and insurance reserve.....		1,349,191 13	430,759 04
Other reserves and suspense credit balances.....		4,100,786 36	138,733 24
Total reserves and suspense credit balances.....		\$156,835,517 95	\$16,843,387 62
CORPORATE SURPLUS OR (D) DEFICIT.....	XV	\$14,712,147 62	D \$11,396,191 22
TOTAL LIABILITIES AND CAPITAL.....		\$706,265,831 00	\$136,612,785 81

¹ Represents total for Third Avenue Railway System Companies which file annual reports with this Commission; not a consolidated balance sheet for the entire system.

statements for operating, lessor and subsidiary companies by systems or groups and capital

STREET SURFACE COMPANIES					Grand total
Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	Queens Div. B, § 5	Richmond Div. B, § 6	Total	
\$21,214,841 31	\$47,645,000 00	\$3,275,000 00	\$5,550,268 52	\$106,534,809 83	\$225,218,326 06
33,206,311 61	31,516,047 80	1,300,000 00	.....	123,327,059 41	509,347,405 43
1,850,000 00	2,247,231 45	1,150,000 00	25,000 00	25,660,163 51	25,660,163 51
\$56,271,152 92	\$81,408,279 25	\$5,725,000 00	\$5,584,268 52	\$255,522,032 75	\$760,225,895 00
\$19,500,000 00	.....	.....	.....	\$19,500,000 00	\$19,500,000 00
\$5,866,288 42	.....	.....	.....	\$5,866,288 42	\$5,866,288 42
\$1,469,605 49	\$1,616,648 16	\$597,792 50	\$5,154 74	\$4,383,306 50	\$8,952,758 08
.....	22,695 70	.....	.....	22,695 70	22,695 70
29,638 05	912 86	619,690 02	.....	650,240 93	650,240 93
.....	156,000 00	1,500,000 00	.....	1,656,000 00	1,656,000 00
6,467,092 54	1,571,373 20	6,715,992 80	95,770 97	26,757,485 84	30,818,027 60
994,962 39	698,431 51	81,206 11	20,926 66	2,237,269 03	4,966,273 45
(2)	.....	.....	.....	28,459,886 25	28,459,886 25
222,324 42	781,587 17	546,269 99	.....	2,659,707 34	11,133,467 92
504,974 52	34,526 80	1,916,771 02	.....	4,300,606 93	4,543,810 09
.....	.....	.....	.....	.....	7,882,217 04
4,663 34	.....	340,703 52	.....	345,366 86	374,990 46
501,796 50	310,877 94	12,000 00	.....	824,674 44	1,965,197 44
.....	.....	509,266 60	.....	509,266 60	509,266 60
.....	.....	7,177,426 75	.....	7,177,426 75	7,177,426 75
84,584 06	.....	.....	.....	84,584 06	84,584 06
95,019 88	352,247 51	30,633 53	1,525 26	633,420 84	1,512,873 13
330,207 82	51,201 82	357,310 83	5,664 37	765,796 63	772,322 38
\$10,704,869 01	\$5,596,502 67	\$20,405,063 67	\$129,042 00	\$61,467,734 70	\$91,482,037 88
.....	.....	.....	.....	.....	\$377,322 73
.....	.....	.....	.....	.....	1,809,382 06
.....	.....	.....	.....	.....	2,237,935 35
.....	.....	.....	.....	.....	1,283,052 69
.....	.....	.....	.....	.....	1,509,848 60
.....	.....	.....	.....	.....	1,505,017 84
.....	.....	.....	.....	.....	103,300,433 58
.....	.....	.....	.....	\$10,945,601 93	10,945,601 93
.....	.....	.....	.....	4,494,413 41	4,494,413 41
\$2,492,342 19	.....	.....	.....	2,492,342 19	2,492,342 19
.....	\$20,756,283 35	.....	.....	20,756,283 35	20,756,283 35
76,235 42	12,505 80	.....	.....	922,621 22	40,285,168 83
601,200 91	1,679,343 32	\$295,613 51	\$77,985 24	3,084,902 02	4,434,093 15
1,707,018 36	167,215 36	816,709 89	7,634 77	2,837,311 62	6,938,097 98
\$4,876,796 88	\$22,615,347 83	\$1,112,323 40	\$85,620 01	\$45,533,475 74	\$202,368,993 69
² \$2,203,352 10	\$2,614,106 43	D \$8,735,354 48	\$128,633 51	D \$15,185,453 66	D \$473,306 04
\$99,422,459 33	\$112,234,236 18	\$18,507,032 59	\$5,927,564 04	\$372,704,077 95	\$1,078,969,908 95

² Exclusive of \$6,826,205.76 accumulated and unpaid interest on Income Bonds of New York Railways Corp.

³ See note 2 above and note 3, page 260.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 1. Rapid Transit

ACCOUNTS	For details see Table
ASSETS	
FIXED CAPITAL — GROSS INVESTMENT	XVII B, § 1
<i>Less</i> Accrued amortization of capital and Capital retired from service.....	XIX
Fixed capital — net investment.....	
OTHER INVESTMENTS:	
Miscellaneous investments.....	XVIII
Cost of bonds reacquired and held alive.....	XVIII
Total other investments.....	XVIII
DEPRECIATION FUNDS	
CURRENT ASSETS	
Cash.....	
Sinking Funds and other special deposits.....	
Bills and accounts receivable.....	
Interest and dividends receivable.....	
Total current assets.....	
MATERIALS AND SUPPLIES	
Total floating capital.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies.....	
Prepayments.....	
Unamortized debt discount and expense.....	
Federal Income Taxes (Manhattan Railway) paid under protest or in litigation.....	
Federal Income Taxes (Contract No. 3) accrued prior to July 1, 1929 (<i>per contra</i>).....	
Deferred rentals — New York Rapid Transit Corp. (<i>per contra</i>).....	
Deferred charges to Profit and Loss for dividend rental on Manhattan Ry. 5% modified guarantee stock if and when earned.....	
Investment in and advances to associated companies in liquidation.....	
B.-M. T. Corp., Trustee, Joint Stock Purchase Account.....	
Other items.....	
Assets of Contract No. 3 Enterprise—City has first lien (<i>per contra</i>).....	
Assets of Elev. Ext. Enterprise— Company has first lien (<i>per contra</i>).....	
Deficits under Elevated Extensions Certificate (<i>per contra</i>).....	
Deficits under Elev. Ext. Ctf. for Materials and Supplies and Securities deposited with State Industrial Commission.....	
Total deferred debit items.....	
TOTAL ASSETS	

¹ This Balance Sheet excludes: (1) \$56,698,000 First and Refunding 5% Gold Bonds pledged as collateral to secure the I. R. T. 10-year Secured Convertible Gold Notes; (2) \$2,263,000 First and Refunding 5's held by Guaranty Trust Co., Trustee, in Special Trust under Agreement dated September 1, 1922; (3) \$285,000 pledged bonds released by the Trustee of the I. R. T. 7% Notes for deposit in the Sinking Fund on July 1, 1930 and (4) \$747,000 bonds in treasury of the Company.

² Investment of Depreciation Reserve and interest thereon.

³ For details, see note 12, page 298.

⁴ Consists of:

Amounts deposited to pay Interest and Dividends:	
Interest on I. R. T. Co. securities.....	\$109,230 56
Interest on Man. Ry. Co. bonds.....	19,940 00
Dividends on Man. Ry. Co. stock.....	82,857 25 \$212,027 81
Deposit with New York Trust Co., Trustee, under Article Seventh of Agreement with Transit Commission Aug. 30, 1929.....	
Construction Funds — Cash.....	179,055 60
Special Deposit of Man. Ry. Co. Construction Cash.....	708,544 32
Deposit for account of Sinking Fund on First and Ref. Mtge. Bonds (par value of bonds in Fund, \$27,962,000).....	
Other special deposits.....	216,833 90
	24,527,317 35
	1,161 52
Total.....	\$25,844,940 50

⁵ Consists of securities deposited with State Industrial Commission, \$653,000 and Materials and supplies, \$1,584,935.35.

statements for operating, lessor and subsidiary companies
Companies

INTERBOROUGH RAPID TRANSIT ¹			Manhattan Railway (lessor)	New York Rapid Transit ²	Total
Subway Division	Elevated Division	Total			
\$186,119,545 53 4,681,354 66	\$44,486,171 22 974,665 98	\$230,605,716 75 5,656,020 64	\$112,943,654 16	⁹ \$164,882,815 27 ⁹ , ¹⁰ 7,085,885 45	¹⁴ \$508,432,186 18 12,741,906 09
\$181,438,190 87	\$43,511,505 24	\$224,949,696 11	\$112,943,654 16	\$157,796,929 82	\$495,690,280 09
		\$16,628,785 15 ² 879,767 50	\$45,000 00	\$769,853 19	\$17,443,638 34 879,767 50
		\$17,508,552 65	\$45,000 00	\$769,853 19	\$18,323,405 84
		³ \$3,947,706 44		¹¹ \$6,490,562 20	\$10,438,268 64
		\$7,671,191 36 ⁴ 25,844,940 50 537,155 94 372,936 20	\$26,550 27 292,437 70 13,012 87	\$1,664,555 14 ¹² 2,769,933 42 241,064 45 105,201 09	\$9,362,296 77 28,907,311 62 791,233 26 478,137 29
		\$34,426,224 00	\$332,000 84	\$4,780,754 10 2,172,123 71	\$39,538,978 94 2,172,123 71
		\$34,426,224 00	\$332,000 84	\$6,952,877 81	\$41,711,102 65
		\$6,645,097 93 295,131 61 9,503,551 61 3,464,858 78 1,509,848 60 1,505,017 84		\$36,671 11 104,217 07 133,725 04	\$6,681,769 04 399,348 68 10,249,206 83 3,464,858 78 1,509,848 60 1,505,017 84
		5,119,708 00 668,204 79			5,119,708 00 668,204 79
		94,687 03 ⁵ 2,237,935 35 ⁶ 1,283,052 69 103,300,433 58	⁷ 918,014 24	¹³ 1,157,771 96	2,170,473 23 2,237,935 35 1,283,052 69 103,300,433 58
		1,283,052 69			1,283,052 69
		\$136,910,580 50	\$1,529,944 42	\$1,662,248 86	\$140,102,773 78
		\$417,742,759 70	\$114,850,599 42	\$173,672,471 88	\$706,265,831 00

⁶ Consists of securities deposited with State Industrial Commission, \$411,000 and Materials and supplies, \$872,052.69.⁷ Consists of:

I. R. T. Co. Lease Account (materials and supplies)	\$377,322 73
I. R. T. Co. Equipment Reserve Account	310,434 17
I. R. T. Co. Man. Ry. Co. Construction Cash Account	216,833 90
I. R. T. Co., Amortization Fund (Man. Ry. 2nd Mtge. Bonds)	13,423 44

Total \$918,014 24

⁸ Company reports as a Contingent Asset, \$13,319,639.91, Unearned Preferential under Contract No. 4 and Related Certificates.⁹ Company erroneously credited Fixed Capital with \$148,371.80, the amount of the "Reserve for Amortization of Capital prior to Contract No. 4," closing out the Reserve; figures here shown for Fixed Capital and Accrued Amortization of Capital have been corrected accordingly by the Division of Statistics and Accounts of this Commission.¹⁰ Includes Dr \$901,368.17 representing Replacement of Retired Property.¹¹ Cash, \$1,242.05, securities, \$6,489,320.15 (for details of which see note 6, page 299).¹² Includes Coupon Special Deposits, \$2,763,047.50.¹³ Includes Expenditures in suit against City of New York for delay in performance of Contract No. 4, \$295,789.81; Replacement Suspense, Contract No. 4, \$349,119.01 and Retirement Suspense, Contract No. 4, \$242,182.08.¹⁴ Exclusive of investment of City of New York in rapid transit lines under Contracts Nos. 1-4, \$362,802,511.91.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 1. Rapid Transit

ACCOUNTS

LIABILITIES AND CAPITAL

GROSS CAPITALIZATION:

Capital stock.....	
Funded debt.....	
Total capitalization.....	

UNFUNDED DEBT:

Taxes accrued.....	
Amounts due associated companies.....	
Miscellaneous bills and accounts payable.....	
Interest accrued on funded debt.....	
Interest accrued on unfunded debt.....	
Rent accrued for lease of road.....	
Other rents accrued.....	
Dividends declared.....	
Scrip certificates for arrears of dividends on stock of Manhattan Railway.....	
Due for wages and salaries.....	
Total unfunded debt.....	

RESERVES AND SUSPENSE CREDIT BALANCES:

Manhattan Railway Lease Account.....	
Premium on capital stock.....	
Liability for Assets of Contract No. 3 Enterprise upon which City has first lien (<i>per contra</i>).....	
Liability for Assets of Elevated Extensions Enterprise upon which Company has first lien (<i>per contra</i>).....	
Federal Income Taxes, Contract No. 3, accrued prior to July 1, 1929 (<i>per contra</i>).....	
Sinking fund reserves.....	
Other contractual reserves.....	
Deferred rentals — New York Rapid Transit Corp. (<i>per contra</i>).....	
Deficits under Elevated Extensions Certificate (<i>per contra</i>).....	
Casualties and insurance reserve.....	
Other optional reserves, including suspense credit balances.....	
Total reserves and suspense credit balances.....	

CORPORATE SURPLUS OR (D) DEFICIT.....

TOTAL LIABILITIES AND CAPITAL.....

¹ See this note on preceding double page.² Due Rapid Transit Subway Construction Co.³ Consists of:

Dividends on Manhattan Ry. Co. Stock.....	\$5,196,039 50
Interest on Manhattan Ry. Co. Bonds.....	441,846 67
Manhattan Ry. Co. Cash Rental.....	12,500 00
Interest and Sinking Fund due City of New York on Contracts Nos. 1 and 2.....	902,728 88
Rental due City of New York under Contract No. 3.....	1,329,101 99

Total.....\$7,882,217 04

statements for operating, lessor and subsidiary companies
Companies — Concluded

For details see Table	Interborough Rapid Transit ¹	Manhattan Railway (lessor)	New York Rapid Transit ²	Total
XX, B	\$35,000,000 00	\$60,000,000 00	\$23,683,516 23	\$118,683,516 23
XX, C	¹ 212,818,000 00	45,193,846 02	128,008,500 00	386,020,346 02
	\$247,818,000 00	\$105,193,846 02	\$151,692,016 23	\$504,703,862 25
	\$1,695,689 09		\$2,873,762 49	\$4,569,451 58
	² 3,628,054 54		432,487 22	4,060,541 76
	941,341 51	\$80 00	⁷ 1,787,582 91	2,729,004 42
	5,270,283 90		3,203,476 68	8,473,760 58
	229,175 43		14,027 73	243,203 16
	³ 7,882,217 04			7,882,217 04
	29,623 60			29,623 60
	6,525 75		1,140,523 00	1,140,523 00
	529,779 57			6,525 75
			349,672 72	879,452 29
	\$20,212,690 43	\$80 00	\$9,801,532 75	\$30,014,303 18
	\$377,322 73			\$377,322 73
		\$1,809,382 06		1,809,382 06
	2,237,935 35			2,237,935 35
	1,283,052 69			1,283,052 69
	1,509,848 60			1,509,848 60
	35,504,091 23		\$2,591,112 96	38,095,204 19
	⁴ 1,267,343 42			1,267,343 42
	1,505,017 84			1,505,017 84
	103,300,433 58			103,300,433 58
			1,349,191 13	1,349,191 13
	⁵ 307,824 65	271,051 73	⁸ 3,521,909 98	4,100,786 36
	\$147,292,870 09	\$2,080,433 79	\$7,462,214 07	\$156,835,517 95
XV	\$2,419,199 18	\$7,576,239 61	\$4,716,708 83	\$14,712,147 62
	\$417,742,759 70	\$114,850,599 42	\$173,672,471 88	\$706,265,831 00

⁴ Consists of:

Interest on Investment of Depreciation Reserve.....	\$570,471 46
Liability to replace Manhattan Ry. Co. property retired since July 1, 1917.....	268,922 57
Liability to replace Manhattan Ry. Co. property retired prior to July 1, 1917.....	162,102 05
Manhattan Railway Capital Reserve.....	216,833 90
Manhattan Ry. 2nd Mtge. Bonds Expense Amortization.....	13,423 44
Liability to replace property provided by City under Contract No. 3, Retired from service.....	35,590 00

Total..... \$1,267,343 42

⁵ Includes debit balances, \$360,668.58.⁶ See note 8 on preceding double page.⁷ Includes \$800,000 due Chase National Bank.⁸ Consists of Reserve for Undetermined Assets, Deferred Obligations and Other Contingencies, \$3,380,203.60 and Suspense Credit Balances, \$141,706.38.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 2. Third Avenue

ACCOUNTS	For details see Table	Third Avenue	Kingsbridge (lessor) ²	Belt Line	Dry Dock, E. B'way & Battery
ASSETS					
FIXED CAPITAL — GROSS INVESTMENT	XVII B, § 2	\$35,133,550 29	\$2,276,168 17	\$1,797,891 80	\$4,229,823 25
<i>Less</i> Accrued amortization of capital. . .	XIX	13,361 28	.....	318 55	264,431 59
Fixed capital — net investment.		\$35,120,189 01	\$2,276,168 17	\$1,797,573 25	\$3,965,391 66
OTHER INVESTMENTS:					
Miscellaneous investments.	XVIII	\$33,157,146 31	.....	\$10,000 00	\$25,412 50
Cost of bonds reacquired and held alive.	XVIII	\$ 2,276,887 08	.....	.....	.....
Total other investments.	XVIII	\$35,434,033 39	.....	\$10,000 00	\$25,412 50
CURRENT ASSETS:					
Cash.		\$358,234 79	.....	\$10,278 18	\$15,347 36
Special deposits:					
Sinking funds uninvested.		7,046 29	.....	.....	.....
Funded debt reacquired in sinking and amortization funds.		\$ 184,665 20	.....	.....	.....
Other special deposits.		\$ 668,236 02	.....	.....	20,961 24
Accounts receivable.		188,046 37	.....	39,735 02	67,568 13
Interest and dividends receivable.		2,080,058 54	.....	115 08	284 23
Total current assets.		\$3,486,287 21	.....	\$50,128 28	\$104,160 96
MATERIALS AND SUPPLIES.		816,200 15	.....	.....	.....
Total floating capital.		\$4,302,487 36	.....	\$50,128 28	\$104,160 96
MISCELLANEOUS TEMPORARY DEBITS:					
Temporary advances to associated companies.		\$13,008,332 59	.....	\$3,037 70	\$152 50
Prepayments.		53,380 83	.....	9,859 22	8,912 63
Unamortized debt discount and expense.		960,145 60	.....	36,459 46	.....
Other suspense.		\$ 188,146 47	.....	\$ 15,481 57	\$ 37,471 07
Total deferred debit items.		\$14,210,005 49	.....	\$64,837 95	\$46,536 20
TOTAL ASSETS.		\$89,066,715 25	\$2,276,168 17	\$1,922,539 48	\$4,141,501 32

¹ Exclusive of Surface Transportation Corp. (bus) and System companies outside New York City, as follows: Yonkers R. R., Hastings Ry., New York, Westchester & Conn. Traction, North Street Transportation (bus), Eastchester Transportation (bus) and Westchester Motor Transfer (bus). With the exception of the Surface Transportation these companies are not required to file annual returns with this Commission.

^{2,3} Operated by: ² Third Avenue; ³ Union.

⁴ See note 5.

⁵ Represents reacquired bonds, par value \$2,840,500, not deducted from Funded Debt outstanding but carried on Balance Sheet under Special Deposits and called Fund for Depreciation and Contingencies. U. S. Government securities, cost \$14,100, are also reported as held in this fund, here included with Miscellaneous Investments.

⁶ Cost of \$351,000 par value Third Avenue First and Refunding Mortgage bonds reacquired and held in Fund for Amortization of Debt Discount and Expense.

statements for operating, lessor and subsidiary companies

Railway System Companies ¹

42d Street, Manh. & St. N. Ave.	New York City Inter- borough	Southern Boulevard	Union	Bronx Traction (lessor) ³	Westchester Electric	Total
\$12,262,364 94 961,184 43	\$7,041,850 64 242,805 91	\$707,075 93 164,112 33	\$10,877,335 16 335,952 77	\$1,098,298 83	\$2,923,346 99 75,834 49	\$78,347,706 00 2,058,001 35
\$11,301,180 51	\$6,799,044 73	\$542,963 60	\$10,541,382 39	\$1,098,298 83	\$2,847,512 50	\$76,289,704 65
\$49,500 00	\$139,200 00	\$24,469 50	\$2,055,256 36	.....	\$190,500 00	\$35,651,484 67
.....	.....	.....	.....	.....	.....	2,276,887 08
\$49,500 00	\$139,200 00	\$24,469 50	\$2,055,256 36	.....	\$190,500 00	\$37,928,371 75
\$32,572 98	\$24,995 14	\$8,457 72	\$73,330 07	.....	\$43,581 78	\$566,798 02
.....	.....	343 45	2,885 93	.....	.....	10,275 67
.....	¹⁰ 60,000 00	.....	.....	.....	.....	244,665 20
5,792 84	.....	6,325 00	1,178 72	.....	13,739 74	716,233 56
20,993 77	13,652 68	840 43	47,682 19	.....	21,587 78	400,106 37
461 97	1,901 89	90 83	39,999 06	.....	1,837 77	2,124,749 37
\$59,821 56	\$100,549 71	\$16,057 43	\$165,075 97 47,567 51	.....	\$80,747 07 8,210 71	\$4,062,828 19 871,978 37
\$59,821 56	\$100,549 71	\$16,057 43	\$212,643 48	.....	\$88,957 78	\$4,934,806 56
.....	\$754,218 36	\$28,000 00	\$1,810,057 74	\$156,822 58	\$267,048 84	\$16,027,870 31
\$5,849 13	3,082 97	6 25	16,578 50	.....	2,618 14	100,287 67
.....	.....	.....	.....	.....	.....	996,605 06
⁹ 23,635 58	.....	.....	¹¹ 69,557 22	.....	⁹ 847 90	335,139 81
\$29,484 71	\$757,301 33	\$28,206 25	\$1,896,193 46	\$156,822 58	\$270,514 88	\$17,459,902 85
\$11,439,986 78	\$7,796,095 77	\$611,696 78	\$14,705,475 69	\$1,255,121 41	\$3,397,485 16	\$136,612,785 81

⁷ Consists of Coupon Special Deposits, \$624,710.54; deposit with City of New York, \$1,500 and other deposits, \$42,025.48.

⁸ Includes \$167,226.32 due from Mid Crosstown Ry. Co. and Pelham Park & City Island Ry. Co.

⁹ Due from Mid Crosstown Ry. Co. and/or Pelham Park & City Island Ry. Co.

¹⁰ Cost of First Mortgage bonds, par value \$87,000, reported under Special Deposits as Sinking Funds Uninvested.

¹¹ Includes \$23,300.34 reported as Unamortized cost of property acquired — cost over value of Westchester Motor Transfer Co., Inc., and \$44,306.88 due from Mid-Crosstown Ry. and Pelham Park & City Island Ry.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 2. Third Avenue Railway

ACCOUNTS	For details see Table	Third Avenue	Kingsbridge (lessor) ²	Belt Line	Dry Dock, E. B'way & Battery
LIABILITIES AND CAPITAL					
GROSS CAPITALIZATION:					
Capital stock.....	XX, B	\$16,590,000 00	\$8,600 00	\$734,000 00	\$1,200,000 00
Funded debt.....	XX, C	49,526,500 00		1,750,000 00	2,778,200 00
Other capitalization.....	XX, D		\$ 2,262,515 19	73,091 53	
Total capitalization.....		\$66,116,500 00	\$2,271,115 19	\$2,557,091 53	\$3,978,200 00
UNFUNDED DEBT:					
Taxes accrued.....		\$146,087 35		\$17,689 91	\$35,383 44
Amounts due associated com- panies.....		568,357 00		90,950 58	2,890,975 27
Accounts payable.....		255,306 02		24,337 27	73,366 06
Interest accrued:					
On income bonds.....		8,199,846 25			^a 260,040 00
On other funded debt.....		582,500 00		175,000 00	82,728 33
On unfunded debt.....		119,091 96	(?)		33,529 26
Due for wages and salaries.....		64,937 65		1,851 64	5,335 87
Other unfunded debt.....		19,079 87			
Total unfunded debt.....		\$9,955,206 10		\$309,829 40	\$3,381,358 23
RESERVES AND SUSPENSE CREDIT					
BALANCES:					
Reserve for Loss or Gain in Opera- tion of Others.....		\$10,136,197 32			
Reserve for Adjustment of Stock and Obligations of Controlled Companies.....		4,494,413 41			
Sinking fund reserve.....					
Casualties and insurance reserve.....		84,267 61		\$9,193 32	\$23,929 38
Other reserves and suspense credit balances.....		50,895 70		12,063 80	24,288 35
Total reserves and sus- pense credit balances.....		\$14,765,774 04		\$21,257 12	\$48,217 73
CORPORATE SURPLUS OR (D) DEFICIT.....	XV	D \$1,770,764 89	\$5,052 98	D \$965,638 57	D \$3,266,274 64
TOTAL LIABILITIES AND CAPITAL.....		\$89,066,715 25	\$2,276,168 17	\$1,922,539 48	\$4,141,501 32

¹⁻³ See these notes on preceding double page.^{4, 5} Includes non-interest bearing advances for betterments owing to lessee company: ⁴ \$13,722.49; ⁵ \$812,410.02.⁶ See note 7.⁷ The company does not report matured interest at 4%, amounting to \$2,083,929.55 on note to lessee, Third Ave. Ry. Co.

statements for operating, lessor and subsidiary companies
System Companies¹— Concluded

42d Street, Manh. & St. N. Ave.	New York City Inter- borough	Southern Boulevard	Union	Bronx Traction (lessor) ²	Westchester Electric	Total
\$2,500,000 00	\$5,000,000 00	\$250,000 00	\$2,000,000 00	\$58,100 00	\$500,000 00	\$28,840,700 00
500,000 00	.....	250,000 00	2,000,000 00	.....	500,000 00	57,304,700 00
* 7,902,152 98	¹⁰ 2,171,358 29	186,472 71	4,715,064 39	² 1,125,115 80	1,952,161 17	20,387,932 06
\$10,902,152 98	\$7,171,358 29	\$686,472 71	\$8,715,064 39	\$1,183,215 80	\$2,952,161 17	\$106,533,332 06
\$75,290 44	\$78,294 93	\$24,240 42	\$302,261 85	.....	\$14,857 27	\$694,105 61
27,139 22	37,438 60	337,501 97	5,637,765 49	.....	2,317,128 20	11,907,256 33
36,653 93	8,942 73	725 00	35,725 41	.....	6,685 94	441,742 36
8,333 33	14,426 67	6,325 00	42,291 67	\$185,270 76	12,650 00	8,459,886 25
762,662 15	.....	.....	89,533 38	.....	839,517 84	1,109,525 76
17,916 64	8,830 28	2,144 01	51,253 66	.....	1,724 91	1,844,334 59
.....	.....	.....	167 50	.....	2,164 42	153,994 66
.....	.....	.....	.....	.....	.....	21,411 79
\$927,995 71	\$147,933 21	\$370,936 40	\$6,158,998 96	\$185,270 76	\$3,194,728 58	\$24,632,257 35
.....	\$83,315 55	\$34,083 63	\$631,720 73	.....	\$60,284 70	\$10,945,601 93
.....	.....	.....	.....	.....	.....	4,494,413 41
.....	833,880 00	.....	.....	.....	.....	833,880 00
\$50,840 64	64,281 79	24,996 83	153,137 13	.....	20,112 34	430,759 04
5,303 30	2,880 86	920 68	25,116 39	.....	17,264 16	138,733 24
\$56,143 94	\$984,358 20	\$60,001 14	\$809,974 25	.....	\$97,661 20	\$16,843,387 62
D \$446,305 85	D \$507,553 93	D \$505,713 47	D \$978,561 91	D \$113,365 15	D \$2,847,065 79	D \$11,396,191 22
\$11,439,986 78	\$7,796,095 77	\$611,696 78	\$14,705,475 69	\$1,255,121 41	\$3,397,485 16	\$136,612,785 81

² Represents interest on Refunding Mortgage Series C bonds for five years ended June 30, 1930, not declared due and payable. See note 14, page 313.

² Includes \$1,487,000 Second Mortgage Income bonds matured January 1, 1915, held by Third Ave. Ry. Co.

¹⁰ Includes \$2,164,000 First Mortgage bonds matured May 1, 1928, of which \$2,077,000 is held by Third Ave. Ry. Co. and \$87,000 is in Sinking Fund.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 3. Other Manhattan

ACCOUNTS	For details see Table	Second Avenue
ASSETS		
FIXED CAPITAL — STREET RAILWAY	XVII B, § 3	{ \$3,159,371 33
FIXED CAPITAL — OTHER DEPARTMENTS		
Fixed capital — gross investment		\$3,159,371 33
Less Accrued amortization of capital	XIX	(²)
Fixed capital — net investment		\$3,159,371 33
OTHER INVESTMENTS — MISCELLANEOUS	XVIII	
CURRENT ASSETS:		
Cash		\$183,447 94
: Sinking funds		
: Other special deposits		
: Bills and accounts receivable		1,077 69
Interest and dividends receivable		
Controlling account (<i>see contra</i>)		
Other current assets		
Total current assets		\$184,525 63
MATERIALS AND SUPPLIES		42,729 74
Total floating capital		\$227,255 37
MISCELLANEOUS TEMPORARY DEBITS:		
Prepayments		\$16,637 34
Unamortized debt discount and expense		
Rentals unpaid		
Accrued amortization of capital — debit balance	XIX	12,655 42
Other suspense		
Total deferred debit items		\$29,292 76
TOTAL ASSETS		\$3,415,919 46

¹ For supporting schedule see Div. C of this table.² Debit balance; for amount see Accrued amortization of capital — debit balance, below.³ Includes Preliminary expenses a/c Buses, \$21,540.31 and Unacquired Stock of Controlled Companies, \$607,798.00.⁴ At the termination of their leases with the New York Railways Co., the Eighth Avenue and the Ninth Avenue Companies set up on their books appraised values of property transferred to them, contrary to the Uniform System of Accounts. These valuations, amounting at Dec. 22, 1926 to \$7,610,954.95, were taken into their Fixed Capital accounts and Surplus erroneously credited with the increase, \$6,263,727.73. The Eighth & Ninth Avenues shows for "Fixed Capital, December

statements for operating, lessor and subsidiary companies
Surface Companies

New York Railways	New York Railways subsidiary companies combined ¹	EIGHTH AND NINTH AVENUES		New York and Harlem	Total
		Corporation	Receiver		
\$19,077,939 61	\$22,880,550 68	\$7,732,370 30	\$4,688 23	\$3,482,191 38 \$18,937,808 99	\$75,274,920 52
\$19,077,939 61 194,076 04	\$22,880,550 68	\$7,732,370 30 446,571 80	\$4,688 23	\$22,420,000 37 175,821 72	\$75,274,920 52 816,469 56
\$18,883,863 57	\$22,880,550 68	\$7,285,798 50	\$4,688 23	\$22,244,178 65	\$74,458,450 96
\$10,538,542 87	\$2,223,926 25	\$685,500 00		\$237,536 03	\$13,685,505 15
\$90,842 10 109 12 185,767 43 2,056,441 16 432,357 96	\$67,367 71 1,464 19 14,695 23 70,481 58 118 76 28,153 48 37,500 00		\$11,482 23 20 00 57,073 89	\$11,855 89 1,900 00 576,440 08 2,862 50	\$364,995 87 1,573 31 202,412 66 2,783,818 12 522,955 88 84,584 06 37,500 00
\$2,765,517 77 335,075 54	\$219,780 95	\$166,380 96 1,252 45	\$68,576 12 36,462 11	\$593,058 47 60,788 59	\$3,997,839 90 476,308 43
\$3,100,593 31	\$219,780 95	\$167,633 41	\$105,038 23	\$653,847 06	\$4,474,148 33
\$30,204 35 400,673 84	\$3,502,754 23		\$3,238 59	\$4,199 33	\$54,279 61 400,673 84 3,502,754 23 12,655 42 2,833,991 79
\$15,749 84	15,176 55	\$892,577 24	6,588 16	\$1,103,900 00	
\$1,246,628 03	\$3,517,930 78	\$892,577 24	\$9,826 75	\$1,108,099 33	\$6,804,354 89
\$33,769,627 78	\$28,842,188 66	\$9,031,509 15	\$119,553 21	\$24,243,661 07	\$99,422,459 33

31,1908" this appraised value, while the increase in Surplus is now included in "Capital Stock Equity".

⁵ Includes sundry charges to New York Railways Company, \$737,058.89.

⁶ Street railway fixed capital has been partly estimated by the Division of Statistics and Accounts as follows: "Fixed Capital, December 31, 1908", \$2,630,395.57, or one-quarter of \$10,521,582.27 cash realized from issue of capital stock, and Fixed Capital installed since December 31, 1908, as reported, \$851,795.81. Steam line fixed capital is therefore shown as the difference between street railway "Fixed Capital, December 31, 1908" estimated as above as applicable to street railway and the total "Fixed Capital, December 31, 1908"; see note 9 on following double page.

⁷ "Value of equipment and materials and supplies conveyed to lessee at time of lease and to be accounted for by them at expiration or termination of the lease".

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 3. Other Manhattan

ACCOUNTS	For details see Table	Second Avenue
LIABILITIES AND CAPITAL		
GROSS CAPITALIZATION:		
Capital stock.....	XX, B	\$2,973,437 32
Funded debt.....	XX, C	
Other capitalization.....	XX, D	
Total capitalization.....		\$2,973,437 32
CAPITALIZATION APPLICABLE TO STEAM LINE.....		
EXPENDED FOR BETTERMENTS BY LESSEE.....		
UNFUNDED DEBT:		
Taxes accrued.....		\$258,571 44
Judgments unpaid.....		
Amounts due associated companies.....		
Bills and accounts payable.....		78,616 43
Interest accrued on funded debt.....		
Interest accrued on unfunded debt.....		62,267 42
Rent accrued for lease of road.....		
Other rents accrued.....		
Dividends declared.....		
Controlling account (<i>see contra</i>).....		
Due for wages and salaries.....		1,657 89
Other unfunded debt.....		500 00
Total unfunded debt.....		\$401,613 18
RESERVES AND SUSPENSE CREDIT BALANCES:		
Sinking fund reserve.....		
Casualties and insurance reserve.....		\$12,249 71
Reserve for Net Obligations in re Final Accounting.....		
Other reserves and suspense credit balances.....		10,072 34
Total reserves and suspense credit balances.....		\$22,322 05
CORPORATE SURPLUS OR (D) DEFICIT.....	XV	\$18,546 91
TOTAL LIABILITIES AND CAPITAL.....		\$3,415,919 46

¹ For supporting schedule see Div. C of this table.² See note 3, page 310.³ Exclusive of \$6,826,205.76 accumulated and unpaid interest on the 40-year 6% Income Gold Bonds to June 30, 1930, not declared due and payable. If interest on Income Bonds had been accrued since Jan. 1, 1925, Surplus would be reduced by \$6,826,205.76, resulting at June 30, 1930 in a Deficit of \$5,495,011.22.⁴ See note 1, Div. C of this table.⁵ Includes \$475,000, Broadway & Seventh Avenue Operating Agreement Suspense.

statements for operating, lessor and subsidiary companies
Surface Companies — Concluded

New York Railways	New York Railways subsidiary companies combined ¹	EIGHTH AND NINTH AVENUES		New York and Harlem	Total
		Corporation	Receiver		
\$1,447,069 16	\$7,698,000 00	\$6,596,334 83		* \$2,500,000 00	\$21,214,841 31
24,765,311 61	8,441,000 00			(²)	33,206,311 61
1,850,000 00					1,850,000 00
\$28,062,380 77	\$16,139,000 00	\$6,596,334 83		\$2,500,000 00	\$56,271,152 92
				* \$19,500,000 00	\$19,500,000 00
	\$5,866,288 42				\$5,866,288 42
\$92,080 63		\$857,646 61	\$235,465 68	\$25,841 13	\$1,469,605 49
		29,638 05			29,638 05
33,034 08	\$2,612,331 84			3,821,726 62	6,467,092 54
102,996 15	94 00	661,619 98	131,947 05	19,688 78	994,962 39
³ 152,324 42				70,000 00	222,324 42
		442,707 10			504,974 52
(⁴)				(⁵)	
4,363 34				300 00	4,663 34
	1,796 50			500,000 00	501,796 50
	28,153 48		56,430 58		84,584 06
65,898 50		398 21	13,787 07	13,278 21	95,019 88
150,165 39		⁶ 163,436 69	⁶ 8,127 48	7,978 26	330,207 82
\$600,862 51	\$2,642,375 82	\$2,155,446 64	\$445,757 86	\$4,458,813 00	\$10,704,869 01
	\$76,235 42				\$76,235 42
\$505,900 22				\$83,050 98	601,200 91
2,492,342 19					2,492,342 19
⁷ 776,947 55	162,890 53	⁷ 736,261 55	\$1,422 65	19,423 74	1,707,018 36
\$3,775,189 96	\$239,125 95	\$736,261 55	\$1,422 65	\$102,474 72	\$4,876,796 88
⁸ \$1,331,194 54	\$3,955,398 47	⁸ D \$456,533 87	D \$327,627 30	D \$2,317,626 65	\$2,203,352 10
\$33,769,627 78	\$28,842,188 66	\$9,031,509 15	\$119,553 21	\$24,243,661 07	\$99,422,459 33

⁶ City paving bills.

⁷ Includes \$729,404.05 credited to New York Railways Company (see note 5 on preceding double page).

⁸ See note 4 on preceding double page.

⁹ The \$12,000,000 issue of bonds of the New York & Harlem is secured by a mortgage on the "steam" line. Of the \$10,000,000 Capital Stock, \$2,500,000 is allocated to the street railway line (Case No. 1305, P. S. C. R. 1st Dist. N. Y. 190). See note 6 on preceding double page.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 4. Brooklyn

ACCOUNTS	For details see Table
ASSETS	
FIXED CAPITAL — GROSS INVESTMENT.....	XVII B, § 4
Less Accrued amortization of capital.....	XIX
Fixed capital — net investment.....	
OTHER INVESTMENTS — MISCELLANEOUS.....	XVIII
CURRENT ASSETS:	
Cash.....	
Special deposits.....	
Bills and accounts receivable.....	
Interest and dividends receivable.....	
Total current assets.....	
MATERIALS AND SUPPLIES.....	
Total floating capital.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies.....	
Prepayments.....	
Unamortized debt discount and expense.....	
B.-M. T. Corp., Trustee, Joint Stock Purchase Account.....	
Other suspense.....	
Total deferred debit items.....	
TOTAL ASSETS.....	

¹ The Brooklyn City R. R. Co., Nassau Electric R. R. Co., Coney Island & Brooklyn R. R. Co., Brooklyn, Queens County & Suburban R. R. Co. and the Coney Island & Gravesend Ry. Co. were consolidated and merged as of July 1, 1929. The DeKalb Avenue & North Beach R. R. Co., a lessor of the Coney Island & Brooklyn was merged with the Brooklyn & Queens Transit as of November 12, 1929. The assets and liabilities of the Brooklyn Heights were assumed by the B.-M. T. Corp. pursuant to Court Order dated July 10, 1929.

² The Manhattan Bridge Three Cent Line discontinued operation November 13, 1929 and the Van Brunt St. & Erie Basin on December 14, 1929.

statements for operating, lessor and subsidiary companies
Surface Companies

Brooklyn & Queens Transit ¹	South Brooklyn	Dept. of Plant & Structures (Williamsburg Bridge Line)	Bush Terminal	Total ²
³ \$99,585,123 02 2,147,694 99	\$3,739,094 95 32,754 49	\$374,652 75	\$323,198 44 94,919 22	\$104,022,069 16 2,275,368 70
\$97,437,428 03	\$3,706,340 46	\$374,652 75	\$228,279 22	\$101,746,700 46
⁴ \$5,839,757 21	\$152,758 39		\$7,530 50	\$6,000,046 10
\$1,100,949 54 87,570 55 463,932 87 66,852 76	\$57,688 70 49,708 36 1,847 13	\$466,443 44	\$29,624 18 26,384 65 43 30	\$1,654,705 86 87,570 55 540,025 88 68,743 19
\$1,719,305 72 963,418 02	\$109,244 19	\$466,443 44 36,978 46	\$56,052 13	\$2,351,045 48 1,000,396 48
\$2,682,723 74	\$109,244 19	\$503,421 90	\$56,052 13	\$3,351,441 96
\$40,923 50 95,566 10 38,499 29 153,875 68 ⁵ 696,165 53	\$31 25 5,635 04 9,669 77 12,974 83	⁶ \$82,300 00	\$406 67	\$40,954 75 101,607 81 38,499 29 163,645 45 791,440 36
\$1,025,030 10	\$28,310 89	\$82,300 00	\$406 67	\$1,136,047 66
\$106,984,939 08	\$3,996,653 93	\$960,374 65	\$292,268 52	\$112,234,236 18

³ See note 1, page 288.

⁴ Includes \$575,123.50, investment of Fund for Replacement of Equipment (cash in Fund, \$11,512.58, included in Special Deposits below), of which \$340,423.50 is the cost of \$406,000 par value of reacquired bonds.

⁵ Includes Work in Process, \$374,347.48 and Bus Franchise Suspense, \$88,112.63.

⁶ Estimated cost of construction in progress — rearranging tracks at Brooklyn Plaza and Manhattan Terminal of the Bridge.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 4. Brooklyn Surface

ACCOUNTS	For details see Table
LIABILITIES AND CAPITAL	
GROSS CAPITALIZATION:	
Capital stock.....	XX, B
Funded debt.....	XX, C
Other capitalization.....	XX, D
Total capitalization.....	
UNFUNDED DEBT:	
Taxes accrued.....	
Tort creditors.....	
Judgments unpaid.....	
Matured funded debt unpaid.....	XX, C
Amounts due associated companies.....	
Bills and accounts payable.....	
Interest accrued on funded debt.....	
Interest accrued on unfunded debt.....	
Dividends declared.....	
Due for wages and salaries.....	
Other unfunded debt.....	
Total unfunded debt.....	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Reserve for Contingencies.....	
Sinking fund reserves.....	
Casualties and insurance reserve.....	
Other reserves and suspense credit balances.....	
Total reserves and suspense credit balances.....	
CORPORATE SURPLUS OR (D) DEFICIT.....	XV
TOTAL LIABILITIES AND CAPITAL.....	

^{1, 2} See these notes on preceding double page.³ Corporate Stock, \$145,579.25 and General Fund, \$518,541.05.⁴ No taxes are accrued as the City of New York does not pay taxes to itself.

statements for operating, lessor and subsidiary companies
Companies — Concluded

Brooklyn & Queens Transit ¹	South Brooklyn	Dept. of Plant & Structures (Williamsburg Bridge Line)	Bush Terminal	Total ²
\$47,125,000 00	\$500,000 00		\$20,000 00	\$47,645,000 00
30,851,927 50	1,911,186 45	³ \$664,120 30	336,045 00	31,516,047 80
				2,247,231 45
\$77,976,927 50	\$2,411,186 45	\$664,120 30	\$356,045 00	\$81,408,279 25
\$1,436,549 17	\$72,292 11	(⁴)	\$107,806 88	\$1,616,648 16
22,695 70				22,695 70
912 86				912 86
	156,000 00			156,000 00
404,676 27	33,428 56		⁴ 1,133,268 37	1,571,373 20
534,731 09	42,998 67	\$89,940 20	30,761 55	698,431 51
675,022 09		⁵ 106,565 08		781,587 17
106 69	34,420 11		(⁶)	34,526 80
300,877 94	10,000 00			310,877 94
330,194 74	18,904 63	3,148 14		352,247 51
51,074 67		127 15		51,201 82
\$3,756,841 22	\$368,044 08	\$199,780 57	\$1,271,836 80	\$5,596,502 67
\$20,756,283 35				\$20,756,283 35
12,505 80				12,505 80
1,468,184 52	\$193,025 42	\$18,133 38		1,679,343 32
162,400 03	4,523 66	291 67		167,215 36
\$22,399,373 70	\$197,549 08	\$18,425 05		\$22,615,347 83
\$2,851,796 66	\$1,019,874 32	\$78,048 73	D \$1,335,613 28	\$2,614,106 43
\$106,984,939 08	\$3,996,653 93	\$960,374 65	\$292,268 52	\$112,234,236 18

¹ An estimate of 5% for interest on Special Revenue bonds and Corporate Stock is accrued as an interest deduction for purposes of comparison with other roads but is not paid out of trolley earnings.

² Respondent erroneously includes with working advances the interest accrued thereon, which should be reported under Interest Accrued on Unfunded Debt.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 5. Queens

ACCOUNTS	For details see Table	New
		Corporation
ASSETS		
FIXED CAPITAL — GROSS INVESTMENT.....	XVII B, § 5	\$7,732,503 87
Less Accrued amortization of capital.....	XIX	259,707 39
Fixed capital — net investment.....		\$7,472,796 48
OTHER INVESTMENTS — MISCELLANEOUS.....	XVIII	
CURRENT ASSETS:		
Cash.....		
Special deposits.....		
Bills and accounts receivable.....		
Interest and dividends receivable.....		
Total current assets.....		
MATERIALS AND SUPPLIES.....		
Total floating capital.....		
MISCELLANEOUS TEMPORARY DEBITS:		
Prepayments.....		
Corporation (see contra).....		
Other suspense.....		\$6,524 33
Total deferred debit items.....		\$6,524 33
Total Assets.....		\$7,479,320 81

¹ Of the property subject to the lien of the New York & Queens County Consolidated 4% Bonds.

² Includes Certificates of Deposit, \$475,000.

³ Includes \$260,355.98 impounded in connection with sale of power to Steinway Railways and Accounts Receivable, Steinway Railways, \$84,303.93 (see note 4 on following double page).

⁴ Includes City of New York Corporate Stock, par value \$1,500, cost \$1,612.49, deposited with City of New York.

⁵ The Steinway Railways, Receivers do not report the value of the property formerly operated by the New York & Queens County.

statements for operating, lessor and subsidiary companies
Surface Companies

YORK & QUEENS COUNTY		Steinway Railways, Receivers	Jamaica Central	Manhattan & Queens	Total
Receiver in Foreclosure ¹	Receiver in Sequestration				
\$105,901 13 112,913 81	\$55,114 83	⁵ \$26,393 13	\$284,771 57 158,689 94	⁷ \$1,448,545 29 281,848 67	\$9,653,229 82 813,159 81
Cr \$7,012 68	\$55,114 83	\$26,393 13	\$126,081 63	\$1,166,696 62	\$8,840,070 01
		\$25,857 46	\$100,000 00	\$36,493 75	\$162,351 21
\$112,248 93 ² 475,125 00 9,064 29 2,644 17	\$5,441 00 ⁴ 11,232 49 11,375 29 720 05	\$87,210 86 ⁶ 286,738 25 6,992 23 358 26	\$153,709 85 500 00 1,274 63 458 33	\$62,880 16 750 00 1,684 94 15,251 23	\$421,490 80 774,345 74 30,391 38 19,432 04
\$599,082 39 53,860 37	\$28,768 83	\$381,299 60 7,700 44	\$155,942 81 14,359 51	\$80,566 33 20,800 57	\$1,245,659 96 96,720 89
\$652,942 76	\$28,768 83	\$389,000 04	\$170,302 32	\$101,366 90	\$1,342,380 85
\$13,684 66 509,266 60 ³ 419,831 67	\$7,177,426 75 18,274 99	\$2,131 64	\$4,009 61	\$11,080 27	\$30,906 18 7,686,693 35 444,630 99
\$942,782 93	\$7,195,701 74	\$2,131 64	\$4,009 61	\$11,080 27	\$8,162,230 52
\$1,588,713 01	\$7,279,585 40	\$443,382 27	\$400,393 56	\$1,315,637 54	\$18,507,032 59

⁶ Includes power charges of New York & Queens County subject to adjustment, \$255,888.12 (see note 6 on following double page).

⁷ Fixed Capital includes \$1,267,742.42 "Construction Suspense" representing property taken over from predecessors, but excludes \$500,000 reported under Intangible Street Railway Capital as "estimated promotion and development charges thereon to complete and equip the road as required by its franchise and the losses during the construction and development period."

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 5. Queens Surface

ACCOUNTS	For details see Table	New • Corporation
LIABILITIES AND CAPITAL		
GROSS CAPITALIZATION:		
Capital stock.....	XX, B	\$3,235,000 00
Funded debt.....	XX, C	1,300,000 00
Other capitalization.....	XX, D	
Total capitalization.....		\$4,535,000 00
UNFUNDED DEBT:		
Taxes accrued.....		
Judgments unpaid.....		
Matured funded debt unpaid.....	XX, C	² \$1,500,000 00
Amounts due associated companies.....		
Bills and accounts payable.....		
Interest accrued on funded debt.....		544,999 99
Interest accrued on unfunded debt.....		1,556,158 02
Rents accrued.....		
Dividends declared.....		
Receiver in Foreclosure ..	{ (see contra) ..	509,266 60
Receiver in Sequestration ..		7,177,426 75
Due for wages and salaries.....		
Other unfunded debt.....		
Total unfunded debt.....		\$11,287,851 36
RESERVES AND SUSPENSE CREDIT BALANCES:		
Casualties and insurance reserve.....		
Other reserves and suspense credit balances.....		\$680 00
Total reserves and suspense credit balances.....		\$680 00
CORPORATE SURPLUS OR (D) DEFICIT.....	XV, A	D \$8,344,210 55
TOTAL LIABILITIES AND CAPITAL.....		\$7,479,320 81

¹ Of the property subject to the lien of the New York & Queens County Consolidated 4% Bonds.² The Steinway Railway Company bonds, \$1,500,000, matured July 1, 1922, are carried on the Balance Sheet of the New York & Queens County (Corporation). Interest on these bonds has not been accrued since July 1, 1922 by either the New York & Queens County or the Steinway Railways, Receivers.³ Includes Paving charges, City of New York, \$36,932.88.⁴ Includes Steinway Railways Power Suspense, \$235,210.02 and Miscellaneous charges against Steinway Railways, \$84,303.93 (see note 3 on preceding double page).⁵ Paving charges.⁶ Includes \$255,888.12, Power charges subject to adjustment; see note 6 on preceding double page.

statements for operating, lessor and subsidiary companies
Companies — Concluded

YORK & QUEENS COUNTY		Steinway Railways, Receivers	Jamaica Central	Manhattan & Queens	Total
Receiver in Foreclosure ¹	Receiver in Sequestration				
			\$20,000 00	⁷ \$20,000 00	\$3,275,000 00
		(²)		⁸ 1,150,000 00	1,300,000 00
					1,150,000 00
			\$20,000 00	\$1,170,000 00	\$5,725,000 00
\$223,528 13		\$170,550 54	\$24,375 98	\$179,337 85	\$597,792 50
	\$55,950 00			⁸ 563,740 02	619,690 02
					1,500,000 00
9,187 77	6,706,805 03				6,715,992 80
9,070 66	706 28	43,285 70	13,436 56	14,706 91	81,206 11
150 00	1,120 00	(²)			546,269 99
141,262 97	219,350 03				1,916,771 02
	34,724 67			305,978 85	340,703 52
			12,000 00		12,000 00
					509,266 60
					7,177,426 75
11,361 96	1,402 28	8,994 74	6,849 62	2,024 93	30,633 53
³ 41,895 09	⁵ 314,701 92	525 00		⁹ 188 82	357,310 83
\$436,456 58	\$7,334,760 21	\$223,355 98	\$56,662 16	\$1,065,977 38	\$20,405,063 67
\$75,487 15		\$72,514 82	\$136,326 43	\$11,285 11	\$295,613 51
⁴ 456,249 05	\$18,274 99	⁶ 290,298 50	46,658 21	4,549 14	816,709 89
\$531,736 20	\$18,274 99	\$362,813 32	\$182,984 64	\$15,834 25	\$1,112,323 40
\$620,520 23	D \$73,449 80	D \$142,787 03	\$140,746 76	D \$936,174 09	D \$8,735,354 48
\$1,588,713 01	\$7,279,585 40	\$443,382 27	\$400,393 56	\$1,315,637 54	\$18,507,032 59

⁷ Instalments paid on subscriptions for stock.

⁸ Respondent reports under Judgments Unpaid a judgment secured on November 14, 1917 by the Gas & Electric Securities Co. for \$1,158,522.84 (\$1,150,000 face value of demand notes and \$8,522.84 interest and costs) and \$552,774.13 interest accrued on judgment. In order that the property may be represented in Capitalization, the part of the judgment, \$1,150,000, estimated as equivalent to Company's fixed capital, is here shown under Other Capitalization.

⁹ Excludes \$500,000 Other unfunded debt, the contra credit to \$500,000 Intangible Capital which is excluded from Fixed Capital on preceding double page.

TABLE XVI. Balance sheets as of June 30, 1930: (B) Condensed
§ 6. Richmond

ACCOUNTS

ASSETS

FIXED CAPITAL — GROSS INVESTMENT.....	
Less Accrued amortization of capital.....	
Fixed capital — net investment.....	
OTHER INVESTMENTS — MISCELLANEOUS.....	
CURRENT ASSETS:	
Cash.....	
Accounts receivable.....	
Total current assets.....	
MATERIALS AND SUPPLIES.....	
Total floating capital.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies.....	
Prepayments.....	
Other suspense.....	
Total deferred debit items.....	
TOTAL ASSETS.....	

LIABILITIES AND CAPITAL

GROSS CAPITALIZATION:	
Capital stock.....	
Funded debt.....	
Other capitalization.....	
Total capitalization.....	
UNFUNDED DEBT:	
Taxes accrued.....	
Amounts due associated companies.....	
Bills and accounts payable.....	
Due for wages and salaries.....	
Other unfunded debt.....	
Total unfunded debt.....	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Casualties and insurance reserves.....	
Other reserves and suspense credit balances.....	
Total reserves and suspense credit balances.....	
CORPORATE SURPLUS OR (D) DEFICIT.....	
TOTAL LIABILITIES AND CAPITAL.....	

statements for operating, lessor and subsidiary companies
Surface Companies

For details see Table	Richmond Railways	Southfield Beach	Total
XVII B, § 6	\$5,411,985 27	\$296,675 21	\$5,708,660 48
XIX	154,699 19	.....	154,699 19
.....	\$5,257,286 08	\$296,675 21	\$5,553,961 29
XVIII	\$202,001 00	.....	\$202,001 00
.....	\$36,255 68	.....	\$36,255 68
.....	3,653 28	.....	3,653 28
.....	\$39,908 96	.....	\$39,908 96
.....	64,277 92	.....	64,277 92
.....	\$104,186 88	.....	\$104,186 88
.....	\$8,779 21	.....	\$8,779 21
.....	11,791 80	\$439 80	12,231 60
.....	46,404 06	.....	46,404 06
.....	\$66,975 07	\$439 80	\$67,414 87
.....	\$5,630,449 03	\$297,115 01	\$5,927,564 04
XX, B	\$5,309,468 52	\$249,800 00	\$5,559,268 52
XX, C	.....	25,000 00	25,000 00
XX, D	\$5,309,468 52	\$274,800 00	\$5,584,268 52
.....	\$5,058 21	\$96 53	\$5,154 74
.....	87,070 51	8,700 46	95,770 97
.....	14,926 66	6,000 00	20,926 66
.....	1,510 64	14 62	1,525 26
.....	5,664 37	.....	5,664 37
.....	\$114,230 39	\$14,811 61	\$129,042 00
.....	\$76,508 97	\$1,476 27	\$77,985 24
.....	7,634 77	.....	7,634 77
.....	\$84,143 74	\$1,476 27	\$85,620 01
XV, A	\$122,606 38	\$6,027 13	\$128,633 51
.....	\$5,630,449 03	\$297,115 01	\$5,927,564 04

TABLE XVI. Balance sheets as of June 30, 1930: (C) Condensed

ACCOUNTS	For details see Table	Bleecker St. & Fulton Ferry	Broadway & Seventh Avenue, Receiver
ASSETS			
FIXED CAPITAL — GROSS INVESTMENT.....		\$1,698,804 58	\$10,395,230 29
OTHER INVESTMENTS — MISCELLANEOUS.....	XVIII		\$1,850,000 00
CURRENT ASSETS:			
Cash.....		\$17 30	\$8,668 77
Special deposits.....			\$ 14,695 23
Accounts receivable.....			\$ 70,481 58
Interest and dividends receivable.....			
Estate controlling account (<i>see contra</i>).....			9,161 54
Other current assets.....			\$ 37,500 00
Total current assets.....		\$17 30	\$140,507 12
OTHER SUSPENSE.....			
RENTALS UNPAID ¹		\$94,154 83	\$1,110,403 23
TOTAL ASSETS.....		\$1,792,976 71	\$13,496,140 64
LIABILITIES AND CAPITAL			
Gross Capitalization:			
Capital stock.....	XX, B	\$900,000 00	\$2,100,000 00
Funded debt.....	XX, C	700,000 00	5,058,000 00
Total capitalization.....		\$1,600,000 00	\$7,158,000 00
EXPENDED BY METROPOLITAN STREET RAILWAY ²			\$3,225,123 78
UNFUNDED DEBT:			
Amounts due associated companies.....			\$1,969,335 95
Accounts payable.....			
Receiver's controlling account (<i>see contra</i>).....			9,161 54
Dividends declared.....			379 50
Total unfunded debt.....			\$1,978,876 99
RESERVES AND SUSPENSE CREDIT BALANCES:			
Sinking fund reserve.....			
Other reserves and suspense credit balances.....			\$21,485 21
Total reserves and suspense credit balances.....			\$21,485 21
CORPORATE SURPLUS OR (D) DEFICIT ¹	XV, B	\$192,976 71	\$1,112,654 66
TOTAL LIABILITIES AND CAPITAL.....		\$1,792,976 71	\$13,496,140 64

¹These companies are being operated by the New York Railways Corporation in accordance with operating agreements effective January 1, 1928. No accounting for earnings under these agreements has yet been made. Prior to April 30, 1925 the New York Railways Company operated the properties of the lessor companies on a fixed rental basis consisting of interest on bonds, dividends on stock (paid direct to security holders) and in some cases allowances for corporate expenses. In a number of instances the lessee company defaulted on payment of the dividend portion of the rental as well as on the allowances for expenses. The lessor companies in their reports to the Commission included the rentals in their income statement, although such rentals were not taken on their books. Consequently the surplus shown on their balance sheets must be increased by the unpaid portion of the accrued rentals. This unpaid portion is here included by the Division of Statistics and Accounts under the caption Unpaid Rentals, with a corresponding credit adjustment to Surplus.

²No liability for repayment of amount expended is recognized by the respondents.

statements for subsidiary companies of New York Railways Corporation ¹

Christopher & Tenth Street	42d St. & Grand St. Ferry	Sixth Avenue, Receiver	34th Street Crosstown	23d Street	Total
\$653,711 32	\$2,554,563 36	\$1,993,134 43	\$3,072,760 80	\$2,512,345 90	\$22,880,550 68
	\$373,926 25				\$2,223,926 25
	\$37,741 10	\$16,732 83		\$4,207 71 * 1,464 19	\$67,367 71 16,159 42 70,481 58
	118 76	18,991 94			118 76 28,153 48 37,500 00
	\$37,859 86	\$35,724 77		\$5,671 90	\$219,780 95
		⁷ \$15,176 55			\$15,176 55
\$268,666 66	\$823,403 23	\$536,344 08		\$660,782 20	\$3,502 754 23
\$922,377 98	\$3,789,752 70	\$2,580,379 83	\$3,072,760 80	\$3,187,800 00	\$28,842,188 66
\$650,000 00	\$748,000 00	\$1,700,000 00	\$1,000,000 00 1,000,000 00	\$600,000 00 1,683,000 00	\$7,698,000 00 8,441,000 00
\$650,000 00	\$748,000 00	\$1,700,000 00	\$2,000,000 00	\$2,283,000 00	\$16,139,000 00
	\$1,560,355 84		\$1,080,808 80		\$5,866,288 42
		\$191,495 89 94 00 18,991 94 1,417 00		\$451,500 00	\$2,612,331 84 94 00 28,153 48 1,796 50
		\$211,998 83		\$451,500 00	\$2,642,375 82
	⁶ \$42,000 00	⁸ \$15,176 55		\$76,235 42 ¹⁰ 84,228 77	\$76,235 42 162,890 53
	\$42,000 00	\$15,176 55		\$160,464 19	\$239,125 95
\$272,377 98	\$1,439,396 86	\$653,204 45	D \$8,048 00	\$292,835 81	\$3,955,398 47
\$922,377 98	\$3,789,752 70	\$2,580,379 83	\$3,072,760 80	\$3,187,800 00	\$28,842,188 66

³ Represents balance of proceeds from sale of property.⁴ Includes \$37,500 due from Receiver, New York Railways Co., and \$32,184.13 due from New York Railways Corp.⁵ Represents "six months interest coupon due July 1, 1924 on all (\$1,500,000) Broadway Surface R. R. Co. First Mortgage 5% Bonds outstanding, purchased under authorization of court dated July 1, 1924."⁶ Award in Condemnation Proceedings on building at 42d Street and Twelfth Avenue.⁷ Mortgage bonds deposited for distribution to stockholders, the contra credit being included as Suspense Credit Balance.⁸ See note 7.⁹ Sinking fund uninvested.¹⁰ Includes Salvage from property retired, \$42,000.

TABLE XVII. FIXED CAPITAL, 1930: (A) Summary of figures

OPERATING AND LESSOR STREET RAILWAYS (Lessors Indented)	Gross fixed capital investment, June 30, 1929 ²	CHANGES
		Total installations
RAPID TRANSIT		
Interborough Rapid Transit ¹ { Contract No. 1 and No. 2 (old subway)	\$60,876,397 80	\$7,912 28
Manhattan Railway { Contract No. 3 and allied certificates	168,103,561 20	1,617,754 08
Total, Interborough Rapid Transit operation	112,943,654 16	
New York Rapid Transit (B-M. T.)	⁷ 341,923,613 16	1,625,666 36
Rapid Transit Contract No. 4: Company owned lines	56,350,485 21	2,464 32
City owned lines	42,442,278 57	476,189 62
Total, New York Rapid Transit operation	64,651,349 20	960,048 35
	⁷ 163,444,112 98	1,438,702 29
Total	⁹ \$505,367,726 14	\$3,064,368 65
MANHATTAN AND BRONX SURFACE		
Third Avenue	\$34,560,314 77	\$587,826 99
Kingsbridge	2,276,168 17	
Belt Line	1,793,837 44	4,054 36
Dry Dock, E. B'way & B	4,228,853 76	2,681 97
42d St., Manh. & St. N. Ave	12,355,919 60	3,446 44
New York City Interborough	7,019,160 18	30,222 13
Southern Boulevard	706,816 20	259 73
Union	10,660,334 81	278,565 61
Bronx Traction	1,051,420 23	46,878 60
Westchester Electric	2,967,817 32	28,332 59
Third Avenue Railway System in City	77,620,642 48	982,268 42
Second Avenue	3,142,920 76	16,450 57
New York Railways:		
Street railway	19,012,585 75	1,595 86
Non-operating property	177,209 00	
Bleecker Street & Fulton Ferry	1,698,804 58	
Broadway & Seventh Avenue	10,395,230 29	
Christopher & Tenth Street	653,711 32	
42d Street & Grand Street Ferry	2,554,563 36	
Sixth Avenue	1,993,134 43	
34th Street Crosstown	3,072,760 80	
23d Street	2,512,345 90	
Total, New York Railways operation	42,070,345 43	1,595 86
Eighth & Ninth Avenues	¹⁰ 7,732,470 30	
Eighth & Ninth Avenues, Recr	1,644 60	3,043 63
New York & Harlem:		
Street railway	¹¹ 3,473,730 12	8,461 26
Steam line	¹¹ 18,937,808 99	
Other Manhattan Companies ¹²	75,358,920 20	29,551 32
Total	\$152,979,562 68	\$1,011,819 74

¹ For details of changes by accounts, see abstracts of annual returns.

² That is, without deduction for amortization or depreciation. For this deduction, see Table XIX and Table XVI, B.

³ Fixed Capital installed by the Interborough on the property of the Manhattan Railway is charged to the latter and is included by them in Fixed Capital; retirements, however, are credited to the account "Liability to Replace Manhattan Railway Company Property." Balance in this reserve was \$585,292.06 at June 30, 1929 and \$431,024.62 at June 30, 1930.

⁴ Includes Capital Retired from Service as follows:

	At June 30, 1929	Additions or (D) with- drawals during year	At June 30, 1930
Contracts Nos. 1 and 2:			
"Dec. 31, 1908".....	\$166,164 02	\$2,178 28	\$168,342 30
Since Dec. 31, 1908.....	259,326 60	D 3,000 00	256,326 60
Contract No. 3 and Allied Certificates.....	583,570 92	D 25,952 00	557,618 92
Total.....	\$1,009,061 54	D \$26,773 72	\$982,287 82

⁶ Adjustment.

⁶ "Capital Retired from Service;" see note 4 above.

⁷ See note 9.

⁸ In 1923 Company erroneously closed out "Reserve for Amortization of Capital Prior to Contract No. 4" by a credit to Fixed Capital. This amount, \$148,371.80, has been restored to Fixed Capital and Reserves by the Division of Statistics and Accounts of this Commission.

at beginning of year, changes during year and figures at close of year

IN FIXED CAPITAL DURING YEAR ¹			TOTAL FIXED CAPITAL, JUNE 30, 1930		
WITHDRAWALS		Net increase of all fixed capital	"Fixed Capital, Dec. 31, 1908 "	Fixed capital installed since 1908	Gross fixed capital investment, June 30, 1930 ²
"Fixed" Capital, Dec. 31, 1908 "	Fixed capital installed since 1908				
{ ⁵ Dr \$91 39 { ⁶ [\$2,178 28]	⁶ [\$3,000 00] { [25,952 00]	\$8,003 67	⁴ \$31,535,330 93	⁴ \$29,349,070 54	⁴ \$60,884,401 47
.....	.....	1,617,754 08	.....	⁴ 169,721,315 28	⁴ 169,721,315 28
Dr 91 39	.....	1,625,757 75	108,622,754 27	4,320,899 89	112,943,654 16
.....	.....	2,464 32	⁷ 140,153,085 20	⁷ 203,391 285 71	⁷ 343,549,370 91
.....	.....	.....	50,974,634 46	⁸ 5,378,315 07	⁸ 56,352,949 53
.....	.....	476,189 62	.....	42,918,468 19	42,918,468 19
.....	.....	960,048 35	.....	65,611,397 55	65,611,397 55
.....	.....	1,438,702 29	⁷ 50,974,634 46	⁷ 113,908,180 81	⁷ 164,882,815 27
Dr \$91 39	.....	\$3,064,460 04	⁹ \$191,132,719 66	⁹ \$317,299,466 52	⁹ \$508,432,186 18
.....	\$14,591 47	\$573,235 52	\$29,245,174 58	\$5,888,375 71	\$35,133,550 29
.....	.....	4,054 36	2,262,445 68	13,722 49	2,276,168 17
.....	.....	969 49	3,870,076 10	1,797,891 80	1,797,891 80
\$1,712 48	.....	D 93,554 66	11,476,522 71	359,747 15	4,229,823 25
95,710 62	1,290 48	22,690 46	6,173,027 96	785,842 23	12,262,364 94
.....	7,531 67	259 73	552,565 63	868,822 68	7,041,850 64
8,503 85	53,061 41	217,000 35	7,034,016 85	154,510 30	707,075 93
.....	.....	46,878 60	280,425 33	3,843,318 31	10,877,335 16
66,128 68	6,674 24	D 44,470 33	2,119,862 30	817,873 50	1,098,298 83
172,055 63	83,149 27	727,063 52	63,014,117 14	803,484 69	2,923,346 99
.....	.....	16,450 57	.....	15,333,588 86	78,347,706 00
.....	.....	.....	.....	3,159,371 33	3,159,371 33
.....	113,451 00	D 111,855 14	.....	18,900,730 61	18,900,730 61
.....	.....	.....	.....	177,209 00	177,209 00
.....	.....	.....	1,698,804 58	.....	1,698,804 58
.....	.....	.....	10,121,912 76	273,317 53	10,395,230 29
.....	.....	.....	653,711 32	.....	653,711 32
.....	.....	.....	2,554,563 36	.....	2,554,563 36
.....	.....	.....	1,993,134 43	.....	1,993,134 43
.....	.....	.....	3,072,760 80	.....	3,072,760 80
.....	.....	.....	2,512,345 90	.....	2,512,345 90
.....	113,451 00	D 111,855 14	22,607,233 15	19,351,257 14	41,958,490 29
.....	100 00	D 100 00	10 ⁷ 7,610,954 95	121,415 35	10 ⁷ 7,732,370 30
.....	.....	3,043 63	.....	4,688 23	4,688 23
.....	.....	8,461 26	¹¹ 2,630,395 57	851,795 81	¹¹ 3,482,191 38
.....	.....	.....	¹¹ 18,937,808 99	.....	¹¹ 18,937,808 99
.....	113,551 00	D 83,999 68	51,786,392 66	23,488,527 86	75,274,920 52
\$172,055 63	\$196,700 27	\$643,063 84	\$114,800,509 80	\$38,822,116 72	\$153,622,626 52

³ These figures are exclusive of the City of New York's investment in rapid transit lines under Contracts 1, 2, 3 and 4, which is approximately as follows:

At June 30 —

	1929	1930
Contracts Nos. 1 and 2 lines (total cost, all in operation).....	\$61,156,185 25	\$61,156,185 25
Contract No. 3 lines (cost in operation).....	114,369,545 90	115,429,194 16
Contract No. 4 lines (cost in operation).....	185,037,752 87	186,217,132 50
Total.....	\$360,563,484 02	\$362,802,511 91

¹⁰ At the termination of their leases with the New York Railways Co., the Eighth Avenue and the Ninth Avenue Companies set up on their books appraised values of property transferred to them, contrary to the Uniform System of Accounts. These valuations, amounting at Dec. 22, 1926 to \$7,610,954.95 were taken into their Fixed Capital accounts and Surplus erroneously credited with the increase, \$6,263,727.73. The Eighth & Ninth Avenues shows for "Fixed Capital, December 31, 1908" this appraised value, while the increase in Surplus is now included in "Capital Stock Equity."

¹¹ Street railway fixed capital at December 31, 1908 has been estimated by the Division of Statistics and Accounts of this Commission at \$2,630,395.57, or one-quarter of \$10,521,582.27, cash realized from issue of capital stock. Steam line fixed capital is therefore shown as the difference between street railway fixed capital, December 31, 1908 thus estimated and the total "Fixed Capital, December 31, 1908."

¹² Other than Third Avenue Railway System companies in Manhattan.

TABLE XVII. Fixed capital, 1930: (A) Summary of figures at

OPERATING AND LESSOR STREET RAILWAYS (Lessors Indented)	Gross fixed capital investment, June 30, 1929 ²	CHANGES
		Total installations
BROOKLYN SURFACE		
Brooklyn Heights (Co. and Receiver) ²	\$11,264,290 95	—
Brooklyn, Queens Co. & Sub. ²	[11,939,341 86]	—
Coney Island & Brooklyn ²	[10,298,243 64]	—
De Kalb Avenue & North Beach ²	[30,114 93]	—
Coney Island & Gravesend ²	[284,887 58]	—
Nassau Electric ²	[36,537,213 63]	—
Brooklyn City ²	⁴ [34,021,617 35]	—
Brooklyn & Queens Transit ²	⁶ 101,759,524 58	\$687,202 67
South Brooklyn.....	3,808,034 88	2,955 07
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	378,437 02	588 10
Manhattan Bridge Three Cent Line (to Nov. 13, 1929).....	476,695 15	—
Van Brunt St. & Erie Basin (to Dec. 14, 1929).....	264,361 41	—
Bush Terminal.....	317,850 81	5,347 63
Total.....	\$107,004,903 85	\$696,093 47
QUEENS SURFACE		
New York & Queens County ⁹	\$7,796,584 96	—
New York & Queens County, Receiver in Foreclosure.....	53,985 07	\$51,934 74
New York & Queens County, Receiver in Sequestration.....	55,114 83	—
Steinway Railways, Receivers ⁹	4,792 05	21,601 08
Jamaica Central.....	284,636 18	729 64
Manhattan & Queens.....	¹⁰ 1,323,344 72	119 38
Leased lines ¹²	134,329 93	—
Total.....	\$9,652,787 74	\$74,384 84
RICHMOND SURFACE		
Richmond Railways.....	\$5,411,985 27	—
Southfield Beach.....	296,675 21	—
Total.....	\$5,708,660 48	—
Total, street surface lines.....	\$275,345,914 75	\$1,782,298 05
Grand total.....	¹³ \$780,713,640 89	\$4,846,666 70

¹ For details of changes by accounts, see abstracts of annual returns.² That is, without deduction for amortization or depreciation. For this deduction, see Table XIX or Table XVI, B.³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co., and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929 to form the Brooklyn & Queens Transit Corp. and the De Kalb Ave. & North Beach R. R. Co. was merged with the Brooklyn & Queens Transit as of Nov. 12, 1929. Pursuant to Court Order dated July 10, 1929, the assets and liabilities of the Brooklyn Heights R. R. Co. were assumed by the B.-M. T. Corp.⁴ The Brooklyn City R. R. Co. adjusted its Fixed Capital account in 1924 by \$9,780,872.46 to bring the book value of the property to \$30,000,000 as of April 1, 1924. Net changes from April 1, 1924 to June 30, 1929 amounted to \$4,021,617.35.⁵ Represents Fixed Capital reported by respondent at July 1, 1929.⁶ This figure includes book value of fixed capital of Brooklyn City R. R. Co. as of July 1, 1929, less retirements since July 1, 1929; see note 4 above.⁷ The Company, which discontinued operation November 13, 1929, reports the withdrawal of

beginning of year, changes during year and figures at close of year — Concluded

IN FIXED CAPITAL DURING YEAR ¹			TOTAL FIXED CAPITAL, JUNE 30, 1930		
WITHDRAWALS		Net increase of all fixed capital	“ Fixed Capital, Dec. 31, 1908 ”	Fixed capital installed since 1908	Gross fixed capital investment, June 30, 1930 ²
“ Fixed ” Capital, Dec. 31, 1908 ”	Fixed capital installed since 1908				
\$2,129,922 82	\$731,681 41	D \$2,174,401 56	\$45,713,736 02	⁶ \$53,871,387 00	⁶ \$99,585,123 02
71,785 00	110 00	D 68,939 93	3,050,500 38	688,594 57	3,739,094 95
	4,372 37	D 3,784 27		374,652 75	374,652 75
	7476,695 15	⁷ D 476,695 15		(⁸)	(⁹)
246,593 52	17,767 89	D 264,361 41			
		5,347 63	231,510 74	91,687 70	323,198 44
\$2,448,301 34	\$1,230,626 82	D \$2,982,834 69	\$48,995,747 14	\$55,026,322 02	\$104,022,069 16
\$59,581 09	\$4,500 00	D \$64,081 09	\$7,016,103 59	\$716,400 28	\$7,732,503 87
	18 68	51,916 06		105,901 13	105,901 13
				55,114 83	55,114 83
		21,601 08		26,393 13	26,393 13
	594 25	135 39		284,771 57	284,771 57
	¹¹ 7,541 58	D 7,422 20		1,315,922 52	¹⁰ 1,315,922 52
	1,707 16	D 1,707 16		132,622 77	132,622 77
\$59,581 09	\$14,361 67	\$442 08	\$7,016,103 59	\$2,637,126 23	\$9,653,229 82
				\$5,411,985 27	\$5,411,985 27
			\$295,587 39	1,087 82	296,675 21
			\$295,587 39	\$5,413,073 09	\$5,708,660 48
\$2,679,938 06	\$1,441,688 76	D \$2,339,328 77	\$171,107,947 92	\$101,898,638 06	\$273,006,585 98
\$2,679,846 67	\$1,441,688 76	\$725,131 27	¹³ \$362,240,667 58	¹³ \$419,198,104 58	¹³ \$781,438,772 16

\$378,398.32, leaving a balance of \$98,296.83. Of the property withdrawn, \$362,976.54 was sold to the City of New York.

⁸ See note 7.

⁹ Fixed Capital transferred to the Receivers of the Steinway Railways by the New York & Queens County on May 10, 1922 is reported by the latter and does not appear on the Balance Sheet of the Steinway Railways.

¹⁰ Includes Construction Suspense, \$1,275,284 at June 30, 1929 and \$1,267,742.42 at June 30, 1930, representing property taken over from predecessors; excludes \$500,000 Other Intangible Street Railway Capital reported by the Company, improperly charged to Fixed Capital.

¹¹ Credit to Construction Suspense; see note 10.

¹² Represents expenditures upon property operated over Queensboro Bridge under limited term franchise acquired from City of New York, October 29, 1912, which will revert to the City upon expiration of the franchise. The date of expiration is May 20, 1934 with a privilege of renewal to May 20, 1959.

¹³ See note 9 on preceding double page.

TABLE XVII. Fixed capital, 1930:
§ 1. Rapid Transit

ACCOUNTS	INTERBOROUGH RAPID TRANSIT		
	Contracts Nos. 1 and 2	Contract No. 3, etc.	Total
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908			
Intangible	\$13,129,653 07	\$6,720,644 89	\$19,850,297 96
Organization		4,555 52	4,555 52
Patent rights		7,716,089 37	19,845,742 44
Other intangible street railway capital ²	13,129,653 07	7,346,562 48	7,546,562 48
Land	200,000 00	6,746,540 06	6,746,540 06
Right of way		600,022 42	800,022 42
Other street railway land	200,000 00	72,308,434 57	73,843,351 81
Roadway and Electric Line	1,534,917 24	337,678 34	348,043 96
Grading	10,365 62	18,663 86	22,772 43
Ballast	4,108 57	340,344 91	353,809 05
Ties	13,464 14	394,685 66	416,978 99
Rails, rail fastenings and joints	22,293 33	92,878 26	97,147 10
Special work	4,268 84	537,500 02	544,858 29
Track laying and surfacing	7,358 27		
Paving		63,870 65	63,883 57
Roadway and tools	12 92	36,865,454 02	36,881,950 27
Tunnels	16,496 25	12,792,048 01	13,049,665 95
Elevated structures and foundations	257,617 94	277,003 86	277,003 86
Bridges, trestles and culverts		338 33	338 33
Crossings, fences and signs		8,829,699 41	9,167,644 40
Interlocking and other signal apparatus	337,944 99	344,970 22	380,191 28
Telephone and telegraph lines	35,221 06		
Poles and fixtures		1,537,829 34	1,537,829 34
Underground conduits		2,763,390 21	3,035,196 12
Transmission system	271,805 91	7,112,079 47	7,666,038 87
Distribution system	553,959 40	9,629,022 02	10,167,816 00
Structures	538,723 98	5,756 60	5,756 60
Dams, canals and pipe lines		656,189 69	656,212 70
Power plant buildings	23 01	1,321,549 60	1,322,743 17
Sub-station buildings	1,193 57	571 99	571 99
General office buildings and fixtures		1,014,827 79	1,296,241 08
Shops and car houses	281,413 29	6,630,196 35	6,886,290 46
Stations, waiting rooms and miscellaneous buildings	256,094 11		
Docks and wharves		43,234,331 51	56,844,449 68
Equipment	13,610,118 17	2,826,711 33	3,138,886 05
Furnaces, boilers and accessories	312,174 72	1,548,191 48	2,572,544 23
Steam engines	1,024,352 75	2,139,455 21	2,139,455 21
Turbines and water wheels		1,923,212 02	1,953,138 77
Power plant electric equipment	29,926 75	295,406 69	296,775 22
Miscellaneous power plant equipment	1,368 53	4,905,198 68	5,442,533 37
Sub-station equipment	537,334 69	743,998 39	764,500 28
Shop equipment	20,501 89		
Locomotives		20,070,395 99	28,900,458 55
Revenue cars	8,830,062 56	8,754,420 56	11,551,484 97
Electric equipment of cars	2,797,064 41	26,887 91	76,932 33
Other rail equipment	50,044 42	453 25	7,740 70
Miscellaneous equipment	7,287 45	29,924,630 89	30,093,962 37
Undistributed	79,331 48	4,696,780 12	4,720,448 94
Engineering and superintendence	23,668 82	404,755 26	407,065 55
Law expenditures during construction	2,310 29	617,288 04	639,677 67
Injuries during construction	22,389 63		
Taxes during construction		20,671,614 82	20,671,614 82
Interest during construction		3,534,192 65	3,565,155 39
Miscellaneous construction expenditures	30,962 74		
Suspense			
Materials and supplies		557,618 92	813,945 52
Capital Retired from Service	266,326 60		
Total	\$29,349,070 54	\$169,721,315 28	\$199,070,385 82

See following double page for notes.

(B) Details of figures at close of year
Companies

Manhattan Railway (lessor)	NEW YORK RAPID TRANSIT				Total ¹
	ACCOUNT CONTRACT NO. 4		Other than Contract No. 4	Total	
	Company- owned lines	City-owned lines			
\$1,023,258 67	\$1,390,699 85	\$2,747,454 54	\$4,750 00	\$4,142,904 39	\$25,016,461 02
	762 98	1,191 66	4,750 00	6,704 64	6,704 64
	1,214 70	8,136 62		9,351 32	13,906 84
1,023,258 67	1,388,722 17	2,738,126 26		4,126,848 43	24,995,849 54
25,107 70	2,662,728 13	5,789,066 93	393,746 52	8,845,541 58	16,417,211 76
	925,147 95	4,119,792 25	306,806 78	5,351,746 98	12,098,287 04
25,107 70	1,737,580 18	1,669,274 68	86,939 74	3,493,794 60	4,318,924 72
920,200 33	18,105,090 06	14,619,049 16	827,000 26	33,551,139 48	108,314,691 62
	3,018,576 79	Cr 3,548 06	267,511 89	3,282,540 62	3,630,584 58
	166,786 81	60,078 42	936 00	227,801 23	250,573 66
	347,790 39	36,994 58	3,626 13	388,411 10	742,220 15
	963,035 71	115,923 86	28,575 30	1,107,534 87	1,524,513 86
	382,052 69	72,598 52	21,182 71	475,833 92	572,981 02
	676,188 48	121,596 71	19,523 41	817,308 60	1,362,166 89
			150 00	150 00	150 00
	13,977 68	10,866 84	64 63	24,909 15	88,792 72
	75,755 61	4,240,393 58		4,316,149 19	41,198,099 46
393,220 92	7,703,996 73	4,185 78	381,355 98	8,089,538 49	21,532,425 36
	429,124 33		13,147 38	442,271 71	719,275 57
	582,794 84	13,174 95	22,772 86	618,742 65	619,080 98
	1,326,670 31	3,730,284 42	15,881 49	5,072,836 22	14,240,480 62
	226,729 57	462,593 85	68 86	689,392 28	1,069,583 56
	2,296 49	101 37	2,975 50	5,373 36	5,373 36
	436,939 68	843,373 97		1,280,313 65	2,818,142 99
47,206 64	318,445 58	823,137 90	1,001 50	1,142,584 98	4,224,987 74
479,772 77	1,433,928 37	4,087,292 47	48,226 62	5,569,447 46	13,715,259 10
572,603 18	7,687,350 97	3,315,835 60	114,970 55	11,118,157 12	21,868,576 30
					5,756 60
	145,608 06	317,040 44	33,231 22	495,879 72	1,818,622 89
	18,409 16			18,409 16	18,981 15
100,120 39	982,547 90	755,013 49	3,297 34	1,740,858 73	3,137,220 20
472,482 79	6,540,785 85	2,243,781 67	78,163 34	8,862,730 86	16,221,504 11
			278 65	278 65	278 65
1,557,618 07	4,727,850 29	30,137,299 43	4,037,655 59	38,902,805 31	97,304,873 06
2,364 94					3,141,250 99
					2,572,544 23
					2,139,455 21
		15,490 70		15,490 70	1,968,629 47
					298,605 34
1,830 12	571,463 42	1,142,469 66	134,606 17	1,848,539 25	7,460,098 25
169,025 63	268,199 05	1,332,831 58	16,073 21	1,617,103 84	2,390,734 52
9,130 40		89,012 28		89,012 28	89,012 28
838,092 55	2,936,711 71	21,313,500 12	1,896,560 33	26,146,772 16	55,885,323 26
521,823 17	945,817 89	6,027,844 25	1,984,294 87	8,957,957 01	21,031,265 15
15,351 26	5,658 22	191,577 61	4,489 24	201,725 07	294,008 66
		24,573 23	1,631 77	26,205 00	33,945 70
222,111 94	8,181,990 81	9,002,691 89	192 15	17,184,874 85	47,410,949 18
7,101 20	1,301,311 48	916,747 10		2,218,058 58	6,945,608 72
	159,040 23	223,999 17		383,039 40	790,104 95
	7,205 36	109,729 19		116,934 55	756,612 22
	63 88			63 88	63 88
	5,239,725 95	6,709,376 21		11,949,102 16	32,620,716 98
215,010 74	1,474,643 91	1,042,840 22	192 15	2,517,676 28	6,297,842 41
	162,758 08			162,758 08	162,758 08
	162,758 08			162,758 08	162,758 08
					818,946 52
\$4,320,899 89	\$42,918,468 19	\$65,611,397 55	\$5,378,315 07	\$113,908,180 81	\$317,299,466 52

TABLE XVII. Fixed capital, 1930:
§ 1. Rapid Transit

ACCOUNTS	INTERBOROUGH RAPID TRANSIT		
	Contracts Nos. 1 and 2	Contract No. 3, etc.	Total
"FIXED CAPITAL, DECEMBER 31, 1908"			
Engineering and superintendence.....	\$490,899 05		\$490,899 05
Right of way.....	9,148,935 52		9,148,935 52
Real estate used in operation of road.....	1,338,791 58		1,338,791 58
Track and roadway construction.....			
Electric line construction.....	4,588,816 62		4,588,816 62
Buildings and fixtures used in operation of road.....	4,458,677 63		4,458,677 63
Power plant equipment.....	5,335,593 37		5,335,593 37
Shop tools and machinery.....	64,777 15		64,777 15
Cars.....			
Electric equipment of cars.....	3,849,633 31		3,849,633 31
Miscellaneous equipment.....			
Organization.....	1,302,817 11		1,302,817 11
Interest and discount.....	255 61		255 61
Miscellaneous.....	787,791 68		787,791 68
"Cost of road and equipment" ³			
Capital Retired from Service.....	168,342 30		168,342 30
Total.....	\$31,535,330 93		\$31,535,330 93
Grand total.....	\$60,884,401 47	\$169,721,315 28	\$230,605,716 75

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ Exclusive of City of New York's investment in rapid transit lines; see note 9 on first double page of Div. A of this table.

² In this connection with the expenditures under Contracts Nos. 3 and 4 and the Related Certificates this item includes debt discount and debt expense.

³ As reported; details by accounts not available.

⁴ Cost of leases.

⁵ Contractors' expense account.

⁶ In 1923 Company erroneously credited Fixed Capital with \$148,371.80, the amount of the "Reserve for Amortization of Capital prior to Contract No. 4," closing out the reserve; figures here shown for Fixed Capital (and for Accrued Amortization of Capital) have been corrected accordingly by the Division of Statistics and Accounts of this Commission.

(B) Details of figures at close of year
Companies — Concluded

Manhattan Railway (lessor)	NEW YORK RAPID TRANSIT				Total ¹
	ACCOUNT CONTRACT NO. 4		Other than Contract No. 4	Total	
	Company- owned lines	City-owned lines			
7			\$14,873 62	\$14,873 62	N. S.
			1,568,818 80	1,568,818 80	N. S.
			85,332 35	85,332 35	N. S.
			5,451,087 76	5,451,087 76	N. S.
			134,926 51	134,926 51	N. S.
			408,949 59	408,949 59	N. S.
			491,919 04	491,919 04	N. S.
			82,203 95	82,203 95	N. S.
			3,894,960 80	3,894,960 80	N. S.
			2,448 59	2,448 59	N. S.
			5,159 14	5,159 14	N. S.
			11,375 00	11,375 00	N. S.
			55,274 18	55,274 18	N. S.
			38,767,305 13	38,767,305 13	N. S.
					N. S.
\$108,622,754 27			\$50,974,634 46	\$50,974,634 46	\$191,132,719 66
\$112,943,654 16	\$42,918,468 19	\$65,611,397 55	\$56,352,949 53	\$164,882,815 27	\$508,432,186 18

¹ Represents investment of Manhattan Railway Company which cannot be classified by above accounts, but is reported by the Company as of June 30, 1930 as follows:

Real Estate and Structures:

Land including sites of main power station and 7 sub-stations.....	\$2,675,330 29
Buildings and structures outside of streets, highways, and public places.....	2,752,815 50
Main power station building and bulkhead.....	1,381,864 54
Sub-power station buildings.....	493,554 15
Engines, generators, boilers, etc., in power station.....	4,945,790 19

Cars.....	\$12,249,354 67
Subways.....	11,973,826 56
Land damages, including expense of litigation.....	1,039,132 58
Foundations, structures, track superstructures, etc., of Second, Third, Sixth and Ninth Avenue Elevated Lines.....	22,230,687 14
Discount of New York Elevated Railroad Co., Metropolitan Elevated Railway Co., and Manhattan Railway Co. bonds.....	35,028,158 84
Amount of par value of Metropolitan Elevated Railway Co. Capital Stock and Bonds issued for road built by contract over expenditures for construction as found by Board of Railroad Commissioners in 1883.....	6,974,285 00
Intangible Street Railway Capital:	
Lease of New York Elevated Railroad Co.....	5,113,309 48
Lease of Metropolitan Elevated Railway Co.....	\$6,539,000 00
	7,475,000 00
	14,014,000 00
Total.....	\$108,622,754 27

TABLE XVII. Fixed capital, 1930:
§ 2. Third Avenue

ACCOUNTS	Third Avenue	Kingsbridge (lessor)	Belt Line	Dry Dock, E. B'way & Battery
FIXED CAPITAL INSTALLED SINCE DECEMBER, 31 1908				
Intangible.....	\$1,270 00		\$19,987 33	\$3,171 65
Organization.....	1,170 00		19,987 33	
Street railway franchises.....	100 00			100 00
Other intangible street railway capital.....				3,070 65
Land.....	141,924 39		490,000 00	7,670 85
Right of way.....				2,110 41
Other street railway land.....	141,924 39		490,000 00	5,560 44
Roadway and Electric Line.....	284,311 55	\$13,602 49	880,180 89	64,167 22
Grading.....	2,831 60		81,903 15	6,968 97
Ties.....	1,079 60		833 07	211 19
Rails, rail fastenings and joints.....	25,293 81	56 03	49,045 15	8,938 26
Special work.....	43,362 26	101 82	120,664 65	5,904 44
Underground construction.....	17,580 33	2,573 15	293,603 79	16,070 80
Track laying and surfacing.....	44,724 44	2,890 13	55,240 52	13,440 33
Paving.....	17,986 70	7,834 69	74,015 01	4,614 23
Roadway tools.....	29,589 98			
Bridges, trestles and culverts.....	1,525 79			
Crossings, fences and signs.....				
Interlocking and other signal apparatus.....				
Telephone and telegraph lines.....				
Poles and fixtures.....	3,998 42			
Underground conduits.....	759 08	108 89	153,542 02	507 82
Transmission system.....	22,249 93		4 80	
Distribution system.....	73,329 61	37 78	51,328 73	7,511 18
Structures.....	599,781 19		310,389 59	183,985 51
Power plant buildings.....	3,369 00			
Sub-station buildings.....	4,074 19		637 04	
General office buildings and fixtures.....	142,241 61			9,854 39
Shops and car houses.....	373,924 52		309,752 55	174,131 12
Stations, waiting rooms and misc. buildings.....	76,171 87			
Equipment.....	4,859,647 72		96,688 48	100,363 37
Miscellaneous power plant equipment.....	297 00			
Sub-station equipment.....	147,895 63		22,920 56	20,825 11
Shop equipment.....	61,147 05		250 00	
Revenue cars.....	3,396,223 29		28,751 70	31,095 45
Electric equipment of cars.....	988,074 38		39,005 65	43,757 63
Revenue buses.....	13,000 00			
Other rail equipment.....	77,274 80		5,760 57	4,612 41
Miscellaneous equipment.....	175,735 57			72 77
Undistributed.....	1,440 86	120 00	645 51	388 55
Engineering and superintendence.....	1,435 86	120 00	645 51	326 15
Law expenditures during construction.....				
Miscellaneous construction expenditures.....	5 00			62 40
Total.....	\$5,888,375 71	\$13,722 49	\$1,797,891 80	\$359,747 15
"FIXED CAPITAL, DECEMBER 31, 1908"				
Engineering and superintendence.....		\$27,868 91		\$34,235 21
Right of way.....		4,575 71		1,205,351 41
Real estate used in operation of road.....	\$8,145,695 40			663,524 80
Track and roadway construction.....	13,809,383 07	1,594,184 65		989,957 41
Electric line construction.....	306,927 08	505,452 87		458,309 02
Buildings and fixtures used in operation of road.....				498,649 13
Power plant equipment.....	3,718,058 77			
Shop tools and machinery.....	9,354 15			
Cars.....	2,339,815 38			
Electric equipment of cars.....	869,189 60			
Miscellaneous equipment.....				6,723 26
Organization.....		76,090 72		5,133 08
Interest and discount.....		54,272 82		8,192 78
Miscellaneous.....	46,751 13			
Total.....	\$29,245,174 58	\$2,262,445 68		\$3,870,076 10
Grand total.....	\$35,133,550 29	\$2,276,168 17	\$1,797,891 80	\$4,229,823 25

NOTE.— Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ Includes Buildings and Fixtures.

² Includes \$1,288,778.86, "Cost of Construction of Old Road Replaced."

(B) Details of figures at close of year
Railway System Companies

42d Street Manh. & St. N. Ave.	New York City Interborough	Southern Boulevard	Union	Bronx Traction (lessor)	Westchester Electric	Total
\$2,634 90	\$12,466 92	\$2,844 80	\$53,475 63	\$10,054 80	\$392 50	\$106,298 53
100 00		1,000 00	25,769 00	3,100 00		21,157 33
2,534 90	12,466 92	1,844 80	27,706 63	6,954 80	392 50	30,169 00
466 96		394 09	172,946 53	1,071 56	22,799 78	54,972 20
		394 09	4,988 37	1,071 56		8,564 43
466 96			167,958 16		22,799 78	828,709 73
216,363 57	676,462 78	150,820 91	1,964,328 31	795,408 49	470,861 84	5,516,508 05
5,586 43	26,280 86	2,878 55	57,593 19	37,798 65	11,444 84	233,286 24
850 22	33,866 20	7,401 24	97,239 40	37,280 68	23,684 62	202,446 22
13,171 74	92,534 02	15,562 71	144,028 87	87,579 08	64,547 97	500,757 64
80,914 27	51,401 13	12,898 00	107,065 28	38,793 63	29,277 62	490,383 10
18,525 11	1,143 75		1,057 00			350,553 93
35,221 52	55,743 85	10,413 47	125,596 56	56,051 65	48,911 09	448,233 56
27,975 86	383,066 06	85,033 40	882,628 47	482,095 68	229,495 25	2,194,745 35
81 39			71,932 75	224 54		112,799 53
	501 12				1,449 04	3,475 95
					25,200 00	25,200 00
					1,605 49	1,605 49
					500 00	500 00
	24,486 81	2,925 78	49,295 42	17,870 93	5,292 29	103,869 65
862 39	287 76		65,637 48			221,705 44
632 61			229,614 78	108 09	2,066 66	254,676 87
32,542 03	7,151 22	13,707 76	132,639 11	37,605 56	16,416 10	372,269 08
109,126 98			660,926 66		239,982 80	2,104,192 73
						3,369 00
			51,048 10		60 21	55,819 54
			231 29		2,532 30	154,859 59
109,126 98			223,800 72		219,534 20	1,410,270 09
			385,846 55		17,856 09	479,874 51
464,402 80	168,428 22		929,837 14		66,965 04	6,675,332 77
17,207 58			137,734 96		23,572 08	370,155 92
			4,325 54		820 92	66,543 51
270,975 27	92,583 19		484,402 78			4,304,031 68
162,454 38	72,826 16		169,327 82		5,000 00	1,480,446 02
					21,331 65	34,331 65
3,765 57	3,018 87		60,621 84		1,358 76	156,412 82
			73,424 20		13,881 63	263,114 17
2,847 02	11,464 76	460 50	61,804 04	11,338 65	3,482 73	93,982 62
882 55	10,215 16	450 50	4,568 14	9,460 82	2,641 50	30,746 19
1,750 00					607 15	2,357 15
214 47	1,249 60		57,235 90	1,877 83	234 08	60,879 28
\$785,842 23	\$868,822 68	\$154,510 30	\$3,843,318 31	\$817,873 50	\$803,484 69	\$15,333,588 86
\$72,708 92		\$1,201 69	\$229,352 13	\$1,085 83	\$55,434 00	\$421,886 69
2,219,977 85		21,595 62	48,198 23	204 85	68,136 78	3,568,040 45
			34,327 31		2,120 21	8,845,667 72
5,295,879 33	\$6,132,208 60	\$484,390 45	1,299,608 49	44,469 09	\$1,384,261 90	\$31,034,342 99
3,300,552 40		25,402 91	612,868 20	5,540 76	324,938 28	5,539,991 52
60,247 31			340,238 85		88,969 25	988,104 54
			180,760 09		146,582 55	4,045,401 41
		224 96	27,249 77		618 77	37,447 65
			715,674 95			3,055,490 33
			266,532 19			1,135,721 79
122,274 15			29,264 24		6,896 16	165,157 81
30,485 18	40,819 36		3,139,206 23			3,291,734 57
256,435 80		18,750 00	70,082 05		31,540 84	439,274 29
117,961 77		1,000 00	40,654 12	229,124 80	10,363 56	445,855 38
\$11,476,522 71	\$6,173,027 96	\$552,565 63	\$7,034,016 85	\$280,425 33	\$2,119,862 30	\$63,014,117 14
\$12,262,364 94	\$7,041,850 64	\$707,075 93	\$10,877,335 16	\$1,098,298 83	\$2,923,346 99	\$78,347,706 00

* Other intangible street railway capital.

* " Road Built by Contract."

* Includes \$385,903.63, " Cost of Constructed Road."

* Includes \$751,059.18, " Purchase of Constructed Road."

TABLE XVII. Fixed capital, 1930:
§ 3. Other Manhattan

ACCOUNTS	Second Avenue
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908	
Intangible.....	\$242 02
Organization.....	242 02
Street railway franchises.....	
Land.....	630,134 25
Right of way.....	
Other street railway land.....	530,134 25
Roadway and Electric Line.....	1,728,670 00
Grading.....	421,074 00
Ballast.....	
Ties.....	
Rails, rail fastenings and joints.....	100,168 00
Special work.....	79,128 00
Underground construction.....	564,258 00
Track laying and surfacing.....	52,752 00
Paving.....	169,560 00
Roadway tools.....	628 00
Telephone and telegraph lines.....	
Poles and fixtures.....	
Underground conduits.....	304,580 00
Transmission system.....	
Distribution system.....	36,424 00
Structures.....	613,666 00
Sub-station buildings.....	
General office buildings and fixtures.....	942 00
Shops and car houses.....	612,614 00
Stations, waiting rooms and miscellaneous buildings.....	
Equipment.....	286,869 06
Sub-station equipment.....	
Shop equipment.....	2,512 00
Revenue cars.....	98,596 00
Electric equipment of cars.....	147,894 00
Other rail equipment.....	25,748 00
Miscellaneous equipment.....	12,119 06
Undistributed.....	
Engineering and superintendence.....	
Law expenditures during construction.....	
Injuries during construction.....	
Taxes during construction.....	
Interest during construction.....	
Miscellaneous construction expenditures.....	
Total.....	\$3,159,371 33
Other departments — non-operating property, etc.....	
Total, Fixed Capital Installed Since December 31, 1908.....	\$3,159,371 33
"FIXED CAPITAL, DECEMBER 31, 1908"	
Street railway fixed capital.....	
Fixed capital in other departments.....	
Total.....	
Grand total.....	\$3,159,371 33

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ For details by companies, see Div. A of this table.

(B) Details of figures at close of year
Surface Companies

New York Railways	New York Railways subsidiary companies combined ¹	Eighth & Ninth Avenues	New York & Harlem	Total
\$1,573,076 80				\$1,573,318 82
1,572,076 80				1,572,318 82
1,000 00				1,000 00
1,733,896 96	\$50,131 58		\$138,433 64	2,452,596 43
264,645 00				264,645 00
1,469,251 96	50,131 58		138,433 64	2,187,951 43
8,133,498 47		\$38,994 39	379,338 74	10,280,311 60
1,867,455 00			74,911 66	2,363,440 66
			424 93	424 93
5,570 00			4,959 57	10,529 57
417,378 76			16,253 75	533,798 51
304,379 00		28,327 39	71,789 24	483,623 63
2,104,013 16			51,953 78	2,720,224 94
332,861 11			55,074 55	440,687 66
491,717 00			50,505 02	711,782 02
8,100 44		10,577 00	16,283 57	35,589 01
16,670 00				16,670 00
			167 79	167 79
1,118,981 00			8,084 00	1,431,645 00
592,163 14				592,163 14
874,209 86			28,950 88	939,564 74
2,599,236 98	61,724 68	14,069 06	96,930 98	3,385,517 70
37,245 00	61,724 68			98,969 68
26,815 51		² 13,168 29	36,365 42	77,291 22
2,535,176 47		900 77	59,945 40	3,208,636 64
			620 16	620 16
2,952,406 75	161,461 27	72,937 58	233,900 80	3,707,574 46
467,898 04	161,461 27			629,359 31
28,873 70		² 13,397 09	42,952 56	87,735 35
1,306,473 00		21,955 89	132,435 68	1,559,460 57
965,650 73		3,493 05	30,035 34	1,147,073 12
61,400 00		2,432 20	7,565 25	97,145 45
122,110 28		² 31,659 35	20,911 97	186,800 66
1,908,615 65		192 55	3,191 65	1,911,999 85
518,826 18		40 00		518,866 18
86,049 79				86,049 79
			3,191 65	3,191 65
173,426 41				173,426 41
820,265 97				820,265 97
310,047 30		152 55		310,199 85
\$18,900,730 61	\$273,317 53	² \$126,103 58	\$851,795 81	\$23,311,318 86
177,209 00				177,209 00
\$19,077,939 61	\$273,317 53	² \$126,103 58	\$851,795 81	\$23,488,527 86
	\$22,607,233 15	³ \$7,610,954 95	⁴ \$2,630,395 57	\$32,848,583 67
			⁴ 18,937,808 99	18,937,808 99
	\$22,607,233 15	³ \$7,610,954 95	\$21,568,204 56	\$51,786,392 66
\$19,077,939 61	\$22,880,550 68	^{2,3} \$7,737,058 53	\$22,420,000 37	\$75,274,920 52

¹ Includes charges by Receiver: General office buildings and fixtures, \$172.15; Shop equipment, \$1,823.03 and Miscellaneous equipment, \$2,393.05; total, \$4,688.23.

² See note 10 on first double page of Div. A of this table.

⁴ See note 11 on first double page of Div. A of this table.

TABLE XVII. Fixed capital, 1930:
§ 4. Brooklyn

ACCOUNTS

FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908

Intangible	
Street railway franchises	
Land	
Right of way	
Other street railway land	
Roadway and Electric Line	
Grading	
Ballast	
Ties	
Rails, rail fastenings and joints	
Special work	
Track laying and surfacing	
Paving	
Roadway tools	
Bridges, trestles and culverts	
Crossings, fences and signs	
Interlocking and other signal apparatus	
Telephone and telegraph lines	
Poles and fixtures	
Underground conduits	
Transmission system	
Distribution system	
Structures	
Power plant buildings	
Sub-station buildings	
General office buildings and fixtures	
Shops and car houses	
Stations, waiting rooms and miscellaneous buildings	
Docks and wharves	
Park and resort properties	
Equipment	
Furnaces, boilers and accessories	
Steam engines	
Power plant electric equipment	
Miscellaneous power plant equipment	
Sub-station equipment	
Shop equipment	
Locomotives	
Revenue cars	
Electric equipment of cars	
Other rail equipment	
Miscellaneous equipment	
Undistributed	
Engineering and superintendence	
Law expenditures during construction	
Injuries during construction	
Taxes during construction	
Miscellaneous construction expenditures	
Undistributed accounts of Brooklyn City ?	
Suspense	
Furniture suspense	
Total	

See following double page for notes.

(B) Details of figures at close of year
Surface Companies

Brooklyn & Queens Transit ¹	South Brooklyn	Dept. of Pl. & Str. (Williamsburg Bridge Line)	Bush Terminal	Total ⁷
\$39 13				\$39 13
39 13				39 13
66,997 38	\$101,354 48			168,351 86
227,227 34	87,679 51			314,906 85
* Cr 160,229 96	13,674 97			Cr 146,554 99
5,846,698 76	146,576 53	\$55,082 43	\$51,654 39	6,100,012 11
82,902 45	13,575 20	4,842 99	896 45	102,217 09
39,521 28	167 82	500 00	457 30	40,646 40
390,480 02	3,517 36	2,058 50	2,620 04	398,675 92
1,035,378 15	8,096 74	5,327 15	39,877 51	1,088,679 55
210,941 73	10,070 76	15,960 50		236,972 99
959,617 85	21,891 97	10,342 25	1,741 79	993,593 86
2,440,311 86	23,334 96	2,963 13	1,086 26	2,467,696 21
111,109 69	558 69	229 66		111,898 04
3,627 31	1,353 05	494 81		5,475 17
2,341 46	19,676 20	2,482 93		24,500 59
13,702 39	3,540 75			17,243 14
3,022 40	115 98			3,138 38
64,421 16	5,472 47	1,040 40	1,496 57	72,430 60
29,122 11	274 27			29,396 38
153,652 54	1,039 69			154,692 23
306,546 36	33,890 62	8,840 11	3,478 47	352,755 56
1,147,308 73	87,541 75	112,817 49		1,347,667 97
20,592 87				20,592 87
6,245 03	1,818 24	6,908 29		14,971 56
* Cr 546,237 67	1,225 00	131 76		Cr 544,880 91
1,202,921 49	40,079 18	59,809 76		1,302,810 43
442,173 43	40,083 90	45,967 68		528,225 01
800 00	4,335 43			5,135 43
20,813 58				20,813 58
17,393,229 69	352,516 16	177,554 71	40,033 31	17,963,333 87
44,460 54				44,460 54
1,711 04				1,711 04
15,946 90				15,946 90
1,697 67				1,697 67
6,641 36	2,544 11	61,788 72		70,974 19
415,699 54	14,768 17	3,103 29		433,571 00
	17,908 19		31,246 30	49,154 49
* 12,462,061 49	196,327 60	106,031 94	2,365 43	12,766,786 46
3,992,162 36	94,538 93			4,086,701 29
161,007 31	25,534 89	1,500 00	6,421 58	194,463 78
291,841 48	894 27	5,130 76		297,866 51
83,424 49	605 65	29,198 12		113,228 26
		11,048 73		11,048 73
32,300 76				32,300 76
21,759 78				21,759 78
6,450 95				6,450 95
22,913 00	605 65	18,149 39		41,668 04
* 29,315,806 28				29,315,806 28
17,882 54				17,882 54
17,882 54				17,882 54
² \$53,871,387 00	\$688,594 57	\$374,652 75	\$91,687 70	\$55,026,322 02

TABLE XVII. Fixed capital, 1930:

§ 4. Brooklyn Surface

ACCOUNTS

"FIXED CAPITAL, DECEMBER 31, 1908"

Engineering and superintendence.....	
Right of way.....	
Real estate used in operation of road.....	
Track and roadway construction.....	
Electric line construction.....	
Buildings and fixtures used in operation of road.....	
Power plant equipment.....	
Shop tools and machinery.....	
Cars.....	
Electric equipment of cars.....	
Miscellaneous equipment.....	
Organization.....	
Interest and discount.....	
Miscellaneous.....	
"Purchase of Road and Equipment".....	
Total.....	
Grand total.....	

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929, and the assets and liabilities of the Brooklyn Heights R. R. Co. were assumed by the B.-M. T. Corp. as of July 10, 1929. Fixed Capital reported by the Brooklyn & Queens Transit at July 1, 1929 consisted of Fixed Capital of the constituent companies at June 30, 1929 and the following additional items:

Brooklyn City — Suspense:	
Trust Equipment — 335 cars.....	\$4,989,190 04
Furniture Suspense.....	18,199 52
Conveyed by B.-M. T. Corp. as per Agreement of Merger and Consolidation..	3,670,830 96

For details of opening entries, see Abstract of respondent's return, page 344. See also note 2 below.

² In 1924, The Brooklyn City R. R. Co. adjusted its Fixed Capital account by \$9,780,872.46 to bring the book value of the property to \$30,000,000 as of April 1, 1924. All retirements of Brooklyn City property subsequent to this date have been credited to Fixed Capital Installed Since Dec. 31, 1908. The amount of \$29,315,806.28 reported by the Brooklyn & Queens Transit as Undistributed, is made up as follows:

Balance at March 31, 1924 of Brooklyn City " Fixed Capital, December 31, 1908 ".....	\$19,813,000 00
Adjustment made by Brooklyn City to bring book value of property to \$30,000,000 at April 1, 1924.....	9,780,872 46
Less Real estate suspense items — net.....	278,066 18
Total.....	\$29,315,806 28

(B) Details of figures at close of year
Companies — Concluded

Brooklyn & Queens Transit ¹	South Brooklyn	Dept. of Pl. & Str. (Williamsburg Bridge Line)	Bush Terminal	Total ⁷
\$56,860 75	\$2,224 07			\$59,084 82
338,147 72	289,746 87			627,894 59
53,323 93	259,210 61			312,534 54
5,793,208 28	1,087,185 55		\$207,147 01	7,087,540 84
1,034,156 00	157,059 27			1,191,215 27
1,636,574 15	730,413 01			2,366,987 16
882,341 95	55,358 33			937,700 28
37,711 17	108,002 44		8,351 17	154,064 78
Cr 88,894 03	352,753 77		⁶ 12,045 03	275,904 77
2,091,079 60				2,091,079 60
102,459 07	188 46			102,647 53
103,041 78	1,590 04		3,967 53	108,599 35
241,751 14				241,751 14
26,753 75	6,767 96			33,521 71
33,405,220 76				33,405,220 76
² \$45,713,736 02	\$3,050,500 38		\$231,510 74	\$48,995,747 14
² \$99,585,123 02	\$3,739,094 95	\$374,652 75	\$323,198 44	\$104,022,069 16

³ Includes Cr \$909,303.72 (of which \$450,000 represents office building property at 85 Clinton Street) for retirement of Brooklyn City property in 1927 and 1928. See note 2 above.

⁴ Includes Cr. \$600,000 for retirement of office building at 85 Clinton Street, retired by Brooklyn City in 1927. See note 2 above.

⁵ Includes \$4,987,537.08 Trust Equipment — 335 cars.

⁶ Locomotives.

⁷ The Manhattan Bridge Three Cent Line and the Van Brunt St. & Erie Basin R. R. Co. discontinued operation during the year.

TABLE XVII. Fixed capital, 1930:
§ 5. Queens

ACCOUNTS	New York & Queens County ^{1,2}
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908	
Intangible.....	\$8,008 72
Organization.....	
Street railway franchises.....	3,000 00
Other intangible street railway capital.....	5,008 72
Land.....	51,185 95
Right of way.....	
Other street railway land.....	51,185 95
Roadway and Electric Line.....	515,206 40
Grading.....	14,371 97
Ballast.....	485 23
Ties.....	7,979 69
Rails, rail fastenings and joints.....	52,900 28
Special work.....	13,089 49
Track laying and surfacing.....	35,033 39
Paving.....	241,405 98
Roadway tools.....	8,203 80
Bridges, trestles and culverts.....	596 06
Crossings, fences and signs.....	335 75
Interlocking and other signal apparatus.....	3,763 66
Telephone and telegraph lines.....	392 91
Poles and fixtures.....	5,063 09
Underground conduits.....	1,398 47
Transmission system.....	56,129 42
Distribution system.....	74,077 21
Structures.....	15,457 31
Sub-station buildings.....	1,985 23
General office buildings and fixtures.....	406 87
Shops and car houses.....	6,947 24
Stations, waiting rooms and miscellaneous buildings.....	6,117 97
Equipment.....	285,438 47
Sub-station equipment.....	48,009 59
Shop equipment.....	14,715 63
Revenue cars.....	182,368 83
Electric equipment of cars.....	30,128 77
Other rail equipment.....	4,774 36
Miscellaneous equipment.....	5,441 29
Undistributed.....	2,119 39
Engineering and superintendence.....	175 00
Law expenditures during construction.....	
Injuries during construction.....	
Interest during construction.....	
Miscellaneous construction expenditures.....	1,944 39
Construction Suspense ⁴	
Total.....	1,2 \$877,416 24
"FIXED CAPITAL, DECEMBER 31, 1908"	
Right of way.....	\$30,543 59
Real estate used in operation of road.....	67,156 04
Track and roadway construction.....	917,513 66
Electric line construction.....	561,456 64
Buildings and fixtures used in operation of road.....	389,798 65
Power plant equipment.....	344,840 95
Shop tools and machinery.....	21,204 98
Cars.....	395,513 16
Organization.....	10,867 35
Miscellaneous.....	10,877 10
"Purchase of constructed road" ⁵	4,266,531 47
Total.....	\$7,016,103 59
Grand total.....	1,2 \$7,893,519 83

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ Fixed Capital transferred to the Receivers of the Steinway Railways by the New York & Queens County on May 10, 1922, is reported by the latter and does not appear on the balance sheet of the Steinway Railways.

² Includes charges by the Receiver in Sequestration, \$55,114.83; Receiver in Foreclosure, \$105,901.13

(B) Details of figures at close of year
Surface Companies

Steinway Railways, Receivers ¹	Jamaica Central	MANHATTAN & QUEENS		Total
		Owred lines	Leased lines ³	
	\$26,074 36	\$4,581 05		\$38,664 13
	26,074 36	1,732 00		27,806 36
		1,150 00		4,150 00
		⁴ 1,699 05		6,707 77
	22,054 58	827 98		74,068 51
	22,054 58	586 75		22,641 33
		241 23		51,427 18
		93 90		709,138 42
\$21,601 08	58,853 22		\$113,383 82	26,727 64
5,869 75			6,485 92	781 49
			296 26	23,955 19
8,563 80			7,411 70	87,152 39
481 50	20,841 28		12,929 33	33,474 59
	9,905 13		10,499 97	57,948 15
6,686 03	6,415 55		9,813 18	302,448 61
	12,830 22		48,212 41	9,684 64
	1,386 94	93 90		2,069 75
	493 47		980 22	375 16
			39 41	8,864 79
	4,934 70		166 43	615 49
	71 05		151 53	15,463 73
	1,974 88		8,425 76	1,398 47
				56,129 42
			7,971 70	82,048 91
	39,542 02	3,868 49	207 33	59,075 15
	6,677 69			8,662 92
	3,951 33	2,288 88		6,647 08
	27,875 66	552 01		35,374 91
	1,037 34	1,027 60	207 33	8,390 24
4,792 05	138,247 39	37,761 01		466,238 92
	18,951 06			66,960 65
	7,325 51	1,137 51		23,178 65
	91,403 16	19,194 19		292,966 18
		4,950 66		35,079 43
	1,934 85	5,139 49		11,848 70
4,792 05	18,632 81	7,339 16		36,205 31
		1,047 67	19,031 62	22,198 68
		225 97	8,133 66	8,534 63
		10 00		10 00
			237 67	237 67
			6,245 27	6,245 27
		811 70	4,415 02	7,171 11
		⁴ 1,267,742 42		1,267,742 42
¹ \$26,393 13	\$284,771 57	⁴ \$1,315,922 52	\$132,622 77	\$2,637,126 23
				\$30,543 59
				67,156 04
				917,513 66
				561,456 64
				389,798 65
				344,840 95
				21,204 98
				395,513 16
				10,667 35
				10,877 10
				4,266,531 47
				\$7,016,103 59
¹ \$26,393 13	\$284,771 57	⁴ \$1,315,922 52	\$132,622 77	\$9,653,229 82

³ Represents expenditures upon property operated over Queensboro Bridge under limited term franchise acquired from the City of New York, which will revert to the City upon the expiration of the franchise.

⁴ Represents property taken over from predecessors; reported among suspense accounts by respondent.

⁵ As reported; details by accounts not available.

⁶ Exclusive of \$500,000 charged to Other intangible street railway capital in violation of the prescribed Uniform System of Accounts.

TABLE XVII. Fixed capital, 1930:
§ 6. Richmond

ACCOUNTS	Richmond Railways	Southfield Beach	Total
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908			
Intangible.....	\$499,900 00		\$499,900 00
Organization.....	499,900 00		499,900 00
Land.....	70,067 34		70,067 34
Right of way.....	32,652 34		32,652 34
Other street railway land.....	37,415 00		37,415 00
Roadway and Electric Line.....	2,924,419 53	\$1,080 38	2,925,449 91
Grading.....	317,820 28		317,820 28
Ballast.....	43,307 77		43,307 77
Ties.....	121,609 77		121,609 77
Rails, rail fastenings and joints.....	289,955 90		289,955 90
Special work.....	337,679 01		337,679 01
Track laying and surfacing.....	484,457 90		484,457 90
Paving.....	953,299 89		953,299 89
Roadway tools.....	6,341 60		6,341 60
Bridges, trestles and culverts.....	79,641 88	1,012 09	80,653 97
Crossings, fences and signs.....	1,177 26		1,177 26
Interlocking and other signal apparatus.....	19,752 26		19,752 26
Poles and fixtures.....	37,859 38	18 29	37,877 67
Transmission system.....	48,798 40		48,798 40
Distribution system.....	182,718 23		182,718 23
Structures.....	211,082 99	57 44	211,140 43
Sub-station buildings.....	11,113 57		11,113 57
General office buildings and fixtures.....	12,301 64		12,301 64
Shops and car houses.....	171,691 42	57 44	171,748 86
Stations, waiting rooms and miscellaneous buildings.....	15,976 36		15,976 36
Equipment.....	953,804 57		953,804 57
Shop equipment.....	37,261 05		37,261 05
Revenue cars.....	551,910 82		551,910 82
Electric equipment of cars.....	314,840 83		314,840 83
Other rail equipment.....	43,193 53		43,193 53
Miscellaneous equipment.....	6,598 34		6,598 34
Undistributed.....	752,710 84		752,710 84
Engineering and superintendence.....	162,830 00		162,830 00
Law expenditures during construction.....	25,000 00		25,000 00
Taxes during construction.....	25,498 50		25,498 50
Interest during construction.....	262,976 34		262,976 34
Miscellaneous construction expenditures.....	276,406 00		276,406 00
Total.....	\$5,411,985 27	\$1,087 82	\$5,413,073 09

(B) Details of figures at close of year
Surface Companies

ACCOUNTS	Richmond Railways	Southfield Beach	Total
"FIXED CAPITAL, DECEMBER 31, 1908"			
Engineering and superintendence.....		\$2,118 00	\$2,118 00
Right of way.....		244,948 46	244,948 46
Track and roadway construction.....		34,441 86	34,441 86
Electric line construction.....		4,030 25	4,030 25
Buildings and fixtures used in operation of road.....		7,688 70	7,688 70
Shop tools and machinery.....		27 00	27 00
Organization.....		1,823 12	1,823 12
Miscellaneous.....		510 00	510 00
Total.....		\$295,587 39	\$295,587 39
Grand total.....	\$5,411,985 27	\$296,675 21	\$5,708,660 48

NOTE.— Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

TABLE XVII. Fixed capital, 1930: (B) Details
§ 7. Summary by

ACCOUNTS	Rapid Transit Companies, Div. B, § 1	Third Avenue Railway System ¹ Div. B, § 2
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908		
Intangible.....	\$25,016,461 02	\$106,298 53
Organization.....	6,704 64	21,157 33
Patent rights.....	13,906 84	
Street railway franchises.....		30,169 00
Other intangible street railway capital.....	24,995,849 54	54,972 20
Land.....	16,417,211 76	837,271 16
Right of way.....	12,098,287 04	8,564 43
Other street railway land.....	4,318,924 72	828,709 73
Roadway and Electric Line.....	108,314,691 62	5,516,508 05
Grading.....	3,630,584 58	233,286 24
Ballast.....	250,573 66	
Ties.....	742,220 15	202,446 22
Rails, rail fastenings and joints.....	1,524,513 86	500,757 64
Special work.....	572,981 02	490,383 10
Underground construction.....		350,553 93
Track laying and surfacing.....	1,362,166 89	448,233 56
Paving.....	150 00	2,194,745 35
Roadway tools.....	88,792 72	112,799 53
Tunnels.....	41,198,099 46	
Elevated structures and foundations.....	21,532,425 36	
Bridges, trestles and culverts.....	719,275 57	3,475 95
Crossings, fences and signs.....	619,080 98	25,200 00
Interlocking and other signal apparatus.....	14,240,480 62	1,605 49
Telephone and telegraph lines.....	1,069,583 56	500 00
Poles and fixtures.....	5,373 36	103,869 65
Underground conduits.....	2,818,142 99	221,705 44
Transmission system.....	4,224,987 74	254,676 87
Distribution system.....	13,715,259 10	372,269 08
Structures.....	21,858,576 30	2,104,192 73
Dams, canals and pipe lines.....	5,756 60	
Power plant buildings.....	656,212 70	3,369 00
Sub-station buildings.....	1,818,622 89	55,819 54
General office buildings and fixtures.....	18,981 15	154,859 59
Shops and car houses.....	3,137,220 20	1,410,270 09
Stations, waiting rooms and miscellaneous buildings.....	16,221,504 11	479,874 51
Docks and wharves.....	278 65	
Parks and resort properties.....		
Equipment.....	97,304,873 06	6,675,332 77
Furnaces, boilers and accessories.....	3,141,250 99	
Steam engines.....	2,572,544 23	
Turbines and water wheels.....	2,139,455 21	
Power plant electric equipment.....	1,968,629 47	
Miscellaneous power plant equipment.....	298,605 34	297 00
Sub-station equipment.....	7,460,098 25	370,155 92
Shop equipment.....	2,390,734 52	66,543 51
Locomotives.....	89,012 28	
Revenue cars.....	55,885,323 26	4,304,031 68
Electric equipment of cars.....	21,031,265 15	1,480,446 02
Revenue buses.....		34,331 65
Other rail equipment.....	294,008 66	156,412 82
Miscellaneous.....	33,945 70	263,114 17

¹ Represents total for Third Avenue Railway System Companies in City.

of figures at close of year — Continued
systems or groups

STREET SURFACE COMPANIES					Grand total
Other Manhattan Surface Div. B, § 3	Brooklyn Surface Div. B, § 4	Queens Surface Div. B, § 5	Richmond, Surface Div. B, § 6	Total	
\$1,573,318 82	\$39 13	\$38,664 13	\$499,900 00	\$2,218,220 61	\$27,234,681 63
1,572,318 82		27,806 36	499,900 00	2,121,182 51	2,127,887 15
					13,906 84
1,000 00	39 13	4,150 00		35,358 13	35,358 13
		6,707 77		61,679 97	25,057,529 51
2,452,596 43	168,351 86	74,068 51	70,067 34	3,802,358 30	20,019,570 06
264,645 00	314,906 85	22,641 33	32,652 34	643,409 95	12,741,696 99
2,187,951 43	Cr 146,554 99	51,427 18	37,415 00	2,958,948 35	7,277,873 07
10,280,311 60	6,100,012 11	709,138 42	2,925,449 91	25,531,420 09	133,846,111 71
2,363,440 66	102,217 09	26,727 64	317,820 28	3,043,491 91	6,674,076 49
424 93	40,646 40	781 49	43,307 77	85,160 59	335,734 25
10,529 57	398,675 92	23,955 19	121,609 77	757,216 67	1,499,436 82
533,798 51	1,088,679 55	87,152 39	289,955 90	2,500,343 99	4,024,857 85
483,623 63	236,972 99	33,474 59	337,679 01	1,582,133 32	2,155,114 34
2,720,224 94				3,070,778 87	3,070,778 87
440,687 66	993,593 86	57,948 15	484,457 90	2,424,921 13	3,787,088 02
711,782 02	2,467,696 21	302,448 61	953,299 89	6,629,972 08	6,630,122 08
35,589 01	111,898 04	9,684 64	6,341 60	276,312 82	365,105 54
					41,198,099 46
					21,532,425 36
	5,475 17	2,069 75	80,653 97	91,674 84	810,950 41
	24,500 59	375 16	1,177 26	51,253 01	670,333 99
	17,243 14	8,864 79	19,752 26	47,465 68	14,287,946 30
16,670 00	3,138 38	615 49		20,923 87	1,090,507 43
167 79	72,430 60	15,463 73	37,877 67	229,809 44	235,182 80
1,431,645 00	29,396 38	1,398 47		1,684,145 29	4,502,288 28
592,163 14	154,692 23	56,129 42	48,798 40	1,106,460 06	5,331,447 80
939,564 74	352,755 56	82,048 91	182,718 23	1,929,356 52	15,644,615 62
3,385,517 70	1,347,667 97	59,075 15	211,140 43	7,107,593 98	28,966,170 28
					5,756 60
	20,592 87			23,961 87	680,174 57
98,969 68	14,971 56	8,662 92	11,113 57	189,537 27	2,008,160 16
77,291 22	Cr 544,880 91	6,647 08	12,301 64	Cr 293,781 38	Cr 274,800 23
3,208,636 64	1,302,810 43	35,374 91	171,748 86	6,128,840 93	9,266,061 13
620 16	528,225 01	8,390 24	15,976 36	1,033,086 28	17,254,590 39
	5,135 43			5,135 43	5,414 08
	20,813 58			20,813 58	20,813 58
3,707,574 46	17,963,333 87	466,238 92	953,804 57	29,766,284 69	127,071,157 65
	44,460 54			44,460 54	3,185,711 53
	1,711 04			1,711 04	2,574,255 27
					2,139,455 21
	15,946 90			15,946 90	1,984,576 37
	1,697 67			1,994 67	300,600 01
629,359 31	70,974 19	66,960 65		1,137,450 07	8,597,548 32
87,735 35	433,571 00	23,178 65	37,261 05	648,289 56	3,039,024 08
	49,154 49			49,154 49	138,166 77
1,559,460 57	12,766,786 46	292,966 18	551,910 82	19,475,155 71	75,360,478 97
1,147,073 12	4,086,701 29	35,079 43	314,840 83	7,064,140 69	28,095,405 84
				34,331 65	34,331 65
97,145 45	194,463 78	11,848 70	43,193 53	503,064 28	797,072 94
186,800 66	297,866 51	36,205 31	6,598 34	790,584 99	824,530 69

TABLE XVII. Fixed capital, 1930:
§ 7. Summary by

ACCOUNTS	Rapid Transit Companies Div. B, § 1	Third Avenue Railway System ¹ Div. B, § 2
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908 — Concluded		
Undistributed.....	\$47,410,949 16	\$93,982 62
Engineering and superintendence.....	6,945,608 72	30,746 19
Law expenditures during construction.....	790,104 95	2,357 15
Injuries during construction.....	756,612 22	
Taxes during construction.....	63 88	
Interest during construction.....	32,620,716 98	
Miscellaneous construction expenditures.....	6,297,842 41	60,879 28
Undistributed accounts of Brooklyn City ²		
Construction Suspense.....		
Suspense.....	162,758 08	
Materials and supplies.....	162,758 08	
Furniture suspense.....		
Capital Retired from Service.....	813,945 52	
Total, street railway.....	\$317,299,466 52	\$15,333,588 86
Other departments.....		
Total, Fixed Capital Installed Since December 31, 1908.....	\$317,299,466 52	\$15,333,588 86
"FIXED CAPITAL, DECEMBER 31, 1908"		
Engineering and superintendence.....	(3)	\$421,886 69
Right of way.....		3,568,040 45
Real estate used in operation of road.....		8,845,667 72
Track and roadway construction.....		31,034,342 99
Electric line construction.....		5,539,991 52
Buildings and fixtures used in operation of road.....		988,104 54
Power plant equipment.....		4,045,401 41
Shop tools and machinery.....		37,447 65
Cars.....		3,055,490 33
Electric equipment of cars.....		1,135,721 79
Miscellaneous equipment.....		165,157 81
Organization.....		3,291,734 57
Interest and discount.....		439,274 29
Miscellaneous.....		445,855 38
"Purchase of constructed road".....		
"Purchase of road and equipment".....		
Capital Retired from Service.....		
Total, street railway.....	\$191,132,719 66	\$63,014,117 14
Other departments.....		
Total, "Fixed Capital, December 31, 1908".....	\$191,132,719 66	\$63,014,117 14
Grand total.....	\$508,432,186 18	\$78,347,706 00

¹ Represents total for Third Avenue Railway System Companies in City.² See note 2, page 288.³ Not distributed by accounts by certain companies in groups. See § 1 and § 3, respectively, for details available.

(B) Details of figures at close of year
systems or groups — Concluded

STREET SURFACE COMPANIES					Grand total
Other Manhattan Surface Div. B, § 3	Brooklyn Surface Div. B, § 4	Queens Surface Div. B, § 5	Richmond, Surface Div. B, § 6	Total	
\$1,911,999 85	\$113,228 26	\$22,198 68	\$752,710 84	\$2,894,120 25	\$50,305,069 41
518,866 18	11,048 73	8,534 63	162,830 00	732,025 73	7,677,634 45
86,049 79	32,300 76	10 00	25,000 00	145,717 70	935,822 65
3,191 65	21,759 78	237 67		25,189 10	781,801 32
173,426 41	6,450 95		25,498 50	205,375 86	205,439 74
820,265 97		6,245 27	262,976 34	1,089,487 58	33,710,204 56
310,199 85	41,668 04	7,171 11	276,406 00	696,324 28	6,994,166 69
	29,315,806 28			29,315,806 28	29,315,806 28
		1,267,742 42		1,267,742 42	1,267,742 42
	17,882 54			17,882 54	180,640 62
	17,882 54			17,882 54	162,758 08
					17,882 54
					813,945 62
\$23,311,318 86	\$55,026,322 02	\$2,637,126 23	\$5,413,073 09	\$101,721,429 06	\$419,020,895 58
177,209 00				177,209 00	177,209 00
\$23,488,527 86	\$55,026,322 02	\$2,637,126 23	\$5,413,073 09	\$101,898,638 06	\$419,198,104 58
(3)	\$59,084 82		\$2,118 00	(3)	(3)
	627,894 59	\$30,543 59	244,948 46		
	312,534 54	67,156 04			
	7,087,540 84	917,513 66	34,441 86		
	1,191,215 27	561,456 64	4,030 25		
	2,366,987 16	389,798 65	7,688 70		
	937,700 28	344,840 95			
	154,064 78	21,204 98	27 00		
	275,904 77	395,513 16			
	2,091,079 60				
	102,647 53				
	108,599 35	10,667 35	1,823 12		
	241,751 14				
	33,521 71	10,877 10	510 00		
	33,405,220 76	4,266,531 47			
\$32,848,583 67	\$48,995,747 14	\$7,016,103 59	\$295,587 39	\$152,170,138 93	\$343,302,858 59
18,937,808 99				18,937,808 99	18,937,808 99
\$51,786,392 66	\$48,995,747 14	\$7,016,103 59	\$295,587 39	\$171,107,947 92	\$362,240,667 58
\$75,274,920 52	\$104,022,069 16	\$9,653,229 82	\$5,708,660 48	\$273,006,585 98	*\$781,438,772 16

* Exclusive of City of New York's investment in rapid transit lines; see note 9 on first double page of Div. A of this table.

TABLE XVIII. MISCELLANEOUS INVESTMENTS HELD AT JUNE 30, 1930

INVESTING COMPANY AND SECURITY	Description of Security	Interest rate %	Class ¹	Par value	Book value ²
RAPID TRANSIT					
Interborough Rapid Transit:					
Stocks of Associated Companies:					
New York & Queens County Ry. Co.	Stock	—	A-6	\$3,204,800 00	\$2,895,160 24
Rapid Transit Subway Construction Co.	Stock	—	A-6	6,000,000 00	12,000,000 00
Bonds of Associated Companies:					
New York & Queens County Ry. Co. ⁴	Consolidated mortgage bonds, 1946	4	C-4	786,000 00	789,635 74
Reacquired bonds carried in Investments:					
Interborough Rapid Transit Co. ⁵	First and ref. mtge. bonds, 1966	5	D-11	976,000 00	879,767 50
Manhattan Railway Co. ⁶	Consolidated mortgage bonds, 1990	4	B-11	21,000 00	13,192 25
Municipal and Federal Securities:					
City of Schenectady ⁷	Bonds, 1932	4 2	D-10	7,000 00	7,000 00
United States Government ⁷	Treasury Notes, 1930-32	3 1/2	D-10	32,000 00	32,000 00
United States Government ⁸	Liberty Loan bonds, 1932-1947	3 1/2	D-10	12,000 00	12,000 00
United States Government ⁹	Liberty Loan bonds, 1932-1947	3 1/2	D-10	250,000 00	249,437 50
Other Investments:					
Norman B. Woolworth ¹⁰	Bond and mortgage, 1931	6	D-11	350,000 00	350,000 00
William J. Pfeiffer	Bond and mortgage, 1935	6	A-11	45,000 00	45,000 00
949 Ogden Avenue ¹⁰	Bond and mortgage, 1931	5 1/2	D-11	41,610 00	41,610 00
Real estate ¹¹		—	(11)	193,749 42	193,749 42
Total ¹²		—	—	11,919,159 42	12,608,562 65

NOTE.—Interest on investments of sinking funds, construction funds or other special funds are generally credited to accounts other than revenue accounts. The bulk of the interest on investments shown on this table, however, is credited to interest revenues and is included in the item Other Income, shown in Table XV. Dividends received are also included in Other Income, Table XV.

¹ See Note Regarding Investments, Page 333.

² Identical with money cost, except as noted.

³ Cost reported as cash, \$2,400,000 and stock, \$9,600,000.

⁴ Consists of \$12,000 deposited with City of New York and \$774,000 deposited with Farmers' Loan & Trust Co., Bondholders' Protective Committee.

⁵ Investment of Depreciation Reserve and Interest thereon.

⁶ Represents investment of Fund for Amortization of Debt Discount and Expense, Manhattan Railway Second Mortgage Bonds.

⁷ Investment of Sub-Station Insurance Reserve.

⁸ Deposited with City of New York on account of 59th Street Power Station Tunnel.

⁹ Deposited with City of New York under Contract No. 3.

¹⁰ Investment of Elevated Extension Construction Funds.

¹¹ Held in trust by the Rapid Transit Subway Construction Co. Represents appraised value of real estate allocated to the I. R. T. upon liquidation of the New York & Long Island Traction Co.

¹² In addition the Company reports the following:

Investment of Depreciation Funds Under Contract No. 3:	Par Value	Book Value
Railroad and Equipment:		
Bonds of Independent Corporations	\$445,000 00	\$435,856 45
Municipal Securities	1,238,000 00	1,248,399 85
Total Railroad and Equipment	\$1,683,000 00	\$1,684,256 30
Existing Railroads:		
Bonds of Independent Corporations	\$20,000 00	\$19,300 00
Existing Equipment:		
Bonds of Independent Corporations	\$495,000 00	\$484,584 98
Municipal Securities	1,232,000 00	1,242,428 59
Total Existing Equipment	\$1,727,000 00	\$1,727,013 57
Total Investment of Depreciation Funds Under Contract No. 3*	\$3,430,000 00	\$3,430,569 87
Deposit on account of Sinking Fund on First & Ref. Mtge. Bonds:		
I. R. T. First & Ref. Mtge. 5% Bonds	\$27,962,000 00	\$20,445,857 77
Securities deposited with State Industrial Commission (Carried on Balance Sheet under Assets of Contract No. 3 and Elevated Extensions Enterprise):		
U. S. Government Liberty Loan Bonds	\$834,000 00	\$834,000 00
City of New York Registered Bonds	230,000 00	230,000 00
Total Deposit with State Industrial Commission	\$1,064,000 00	\$1,064,000 00
Investment in Stock and Funded of Associated Companies in Process of Liquidation (Carried on Balance Sheet under Deferred Charges):		
Long Island Electric:		
Capital stock	\$300,000 00	\$619,321 25
Funded debt	300,000 00	

* In addition, Cash balances in Funds amounted to \$465,987.67 and accrued interest to date of purchase, \$1,148.90. Depreciation Fund under Elevated Extension Certificate, 50,000, is entirely cash.

† Exclusive of interest, \$111,015.46 and cash in possession of Trustee, \$428.12.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Interest rate %	Class ¹	Par value	Book value ²
RAPID TRANSIT — Concluded					
Manhattan Railway:					
United States Government....	Liberty Loan bonds, 1938.....	4½	A-10	\$45,000 00	\$45,000 00
New York Rapid Transit:					
Municipal and Federal Securities:					
City of New York ³	Corporate Stock, 1956-1978.....	4, 4½	D-10	254,000 00	257,523 75
City of New York ³	Registered bonds, 1952.....	3½	D-10	93,000 00	84,891.94
City of New York ⁴	Corporate Stock, 1960.....	4½	D-10	250,000 00	262,500 00
U. S. Government ⁵	Liberty Loan bonds, 1933-1938..	4½	D-10	120,000 00	117,937 50
Real Estate:					
Dealers Holding Corp.....	Bond and mortgage, 1931.....	6	A-11	44,000 00	44,000 00
L. & M. Newmark ⁶	Bond and mortgage, 1931.....	6	D-11	3,000 00	3,000 00
Total ⁶		—	—	764,000 00	769,853 19
Total, rapid transit.....		—	—	\$12,728,159 42	\$18,323,405 84

NOTE.— See general note on preceding page.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Deposited with State Industrial Commission to secure liability under Workmen's Compensation Act.⁴ Deposited with City of New York under Contract No. 4.⁵ Deposited with Chase National Bank, Trustee under New York Rapid Transit Refunding Mortgage.⁶ In addition Company shows investments under the Depreciation Funds, as follows:

	Par Value	Book Value
Fund "A":		
Bonds of Associated Companies.....	\$274,000 00	\$242,513 25
Bonds of Independent Corporations.....	2,205,000 00	2,098,491 41
Municipal, State and Federal Securities:		
City of New York Corporate Stock.....	74,000 00	74,504 25
U. S. Govt. Liberty Loan bonds.....	53,500 00	52,308 20
Other.....	59,000 00	60,437 50
Real Estate Bonds and Mortgages.....	221,750 00	221,750 00
Total, Fund "A".....	\$2,887,250 00	*\$2,750,004 61
Fund "B":		
Bonds of Associated Companies.....	\$17,000 00	\$15,904 00
Bonds of Independent Corporations.....	55,000 00	51,902 25
City of New York Corporate Stock.....	2,000 00	1,996 50
U. S. Govt. Liberty Loan bonds.....	1,500 00	1,446 20
Total, Fund "B".....	\$75,500 00	*\$71,248 95
Fund "C":		
Bonds of Associated Companies.....	\$193,000 00	\$180,352 25
Preferred Stock of Independent Corporations.....	4,000 shares	389,691 50
Bonds of Independent Corporations.....	\$2,680,000 00	2,560,009 82
Municipal, State and Federal Securities:		
City of New York Corporate Stock.....	23,000 00	24,178 75
U. S. Govt. Liberty Loan bonds.....	222,000 00	225,592 27
Other.....	110,000 00	112,492 00
Real Estate Bonds and Mortgages.....	175,750 00	175,750 00
Total, Fund "C".....	—	*\$3,668,066 59
Total, Depreciation Funds Investments.....	—	*\$6,489,320 15

* In addition, the Cash balances in Funds were: Fund "A," \$640.03; Fund "B," \$247.97; Fund "C," \$354.05; total, \$1,242.05.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE					
Third Avenue:					
Stocks and Bonds of Associated Companies:					
Belt Line Railway Corp. ³ ...	Stock.....	—	C-6	\$302,700 00	\$302,700 00
Belt Line Railway Corp. ³ ...	Stock.....	—	C-6	431,300 00	2,245,534 10
Belt Line Railway Corp. ³ ...	First mortgage gold bonds, 1943...	5	C-4	1,750,000 00	
Dry Dock, E. B'way & Battery R. R. Co. ³ ...	Stock.....	—	C-6	1,198,000 00	1,198,000 00
Dry Dock, E. B'way & Battery R. R. Co. ³ ...	Ref. mtge. Series B bonds, 1960...	4	C-4	528,000 00	528,000 00
Dry Dock, E. B'way & Battery R. R. Co. ³ ...	Ref. mtge. Series C bonds, 1960...	As earned	C-4	651,000 00	650,838 75
42d St., Manh. & St. N. Ave. Ry. Co.	Stock.....	—	A-6	11,300 00	5,520 00
42d St., Manh. & St. N. Ave. Ry. Co. ³	Stock.....	—	C-6	2,471,300 00	1,966,843 04
42d St., Manh. & St. N. Ave. Ry. Co. ³	Second mtge. income bonds, 1915.	6	C-4	1,487,000 00	1,534,146 33
New York City Interborough Ry. Co. ³	Stock.....	—	C-6	4,795,400 00	1,695,055 31
New York City Interborough Ry. Co. ³	First mtge. sinking fund gold bonds, 1928.....	4	C-4	2,077,000 00	
Southern Boulevard R. R. Co. ³	Stock.....	—	C-6	249,700 00	73,744 35
Union Railway Co. ³	Stock.....	—	C-6	2,000,000 00	4,884,554 07
Westchester Electric R. R. Co. ³	Stock.....	—	C-6	500,000 00	147,227 15
Kingsbridge Ry. Co. ³	Stock.....	—	C-6	8,600 00	8,600 00
Yonkers Ry. Co. ³	Stock.....	—	C-6	992,500 00	292,291 25
New York, Westchester & Conn. Traction Co. ³	Stock.....	—	C-6	200,000 00	701 25
New York, Westchester & Conn. Traction Co. ³	General mortgage bonds, 1950.....	4	C-4	50,000 00	200 00
Mid-Crosstown Ry. Co., Inc. ³	Stock.....	—	C-6	150,000 00	432,762 40
Pelham Park & City Island Ry. Co., Inc. ³	Stock.....	—	C-6	45,000 00	11,884 83
Third Avenue Bridge Co. ³ ...	Stock.....	—	C-6	20,000 00	20,000 00
Stocks of Miscellaneous Controlled Corporations:					
Warontas Press, Inc.	Stock.....	—	A-3	500 00	500 00
Dyckman Street Transportation Corp.	Stock.....	—	A-3	500 00	500 00
Advances to Associated Companies:					
Belt Line Railway Corp.	Demand note.....	5	C-7	73,091 53	73,091 53
42d St., Manh. & St. N. Ave. Ry. Co.	Demand notes.....	4,5	C-7	6,415,152 98	6,415,152 98
New York City Interborough Ry. Co.	Demand note.....	5	C-7	7,358 29	7,358 29
Southern Boulevard R. R. Co.	Demand notes.....	4,5	C-7	136,364 70	136,364 70
Union Railway Co.	Demand note.....	5	C-7	4,715,064 39	4,715,064 39
Westchester Electric R. R. Co.	Demand notes.....	4,5	C-7	1,460,758 18	1,460,758 18
Yonkers Railroad Co.	Demand notes.....	4,5	C-7	1,408,550 48	1,408,550 48
New York, Westchester & Conn. Traction Co.	Demand note.....	5	C-7	24,047 54	24,047 54
Kingsbridge Ry. Co.	Demand note.....	4	C-7	2,248,792 70	2,248,792 70
Bronx Traction Co.	Demand note.....	5	C-7	131,067 61	131,067 61
Third Avenue Bridge Co.	Demand note.....	5	C-7	92,908 64	92,908 64
Pelham Park & City Island Ry. Co., Inc.	Demand notes.....	6	A-7	29,545 31	29,545 31

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Pledged with Central Union Trust Company under First Refunding mortgage of Third Avenue Railway.⁴ Actual money cost, \$2,420,342.99.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Inter- est rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE — Continued					
Third Avenue — Concluded					
Securities of Independent Cor- porations:					
Brooklyn-Manhattan Tran- sit Corp.	Stock	—	A-3	\$2,900 00	\$2,128 63
Brooklyn-Manhattan Tran- sit Corp.	R. T. Sec. Sinking Fund, Series A, gold bonds, 1968	6	A-1	5,000 00	4,950 00
Interborough Rapid Tran- sit Co.	First & ref. mtge. bonds, 1966. . .	5	A-1	7,000 00	5,425 00
Loans Receivable ³	Cash deposit invested in Call Loans	N. R.	A-11	200,000 00	200,000 00
Participation Mortgage ³	Cash deposit invested in Partici- pation Mortgage	N. R.	A-11	60,000 00	60,000 00
Municipal and Federal Securities:					
City of New York	Corporate Stock	4½	A-10	5,000 00	5,037 50
City of New York ⁴	Corporate Stock	4, 4½	D-10	3,000 00	3,000 00
City of New York ⁵	Corporate Stock, 1964	4½	D-10	22,500 00	22,500 00
U. S. Government	Liberty Loan bonds	4½	A-10	97,700 00	97,700 00
Fund for Depreciation and Con- tingencies ³					
Third Avenue Ry. Co.	First ref. mtge. gold bonds, 1960. .	4	—	2,520,500 00	2,022,498 11
Third Avenue Ry. Co.	Adj. mtge. income gold bonds, 1960	5	—	320,000 00	254,388 97
U. S. Government	Liberty Loan bonds	4½	B-10	14,100 00	14,100 00
Total ⁶		—	—	39,920,202 35	35,434,033 39
Belt Line:					
City of New York ⁵	Corporate Stock, 1964	4½	D-10	5,000 00	5,000 00
U. S. Government ⁵	Liberty Loan bonds, 1938	4½	D-10	5,000 00	5,000 00
Total		—	—	10,000 00	10,000 00
Dry Dock, E. B'way & B.:					
City of New York ⁴	Corporate Stock, 1960	4½	D-10	1,000 00	1,000 00
City of New York ⁵	Corporate Stock, 1964	4½	D-10	10,000 00	9,912 50
U. S. Government ⁵	Liberty Loan bonds, 1938	4½	D-10	14,500 00	14,500 00
Total		—	—	25,500 00	25,412 50
42d St., Manh. & St. N. Ave.:					
Williams Storage Warehouse Co.	Stock	—	A-6	500 00	500 00
City of New York ⁴	Corporate Stock, 1956	4	D-10	500 00	500 00
City of New York ⁵	Corporate Stock, 1964	4½	D-10	5,500 00	5,500 00
U. S. Government ⁵	Liberty Loan bonds, 1938	4½	D-10	43,000 00	43,000 00
Total		—	—	49,500 00	49,500 00

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Reported under Special Deposits but included with Miscellaneous Investments by the Division of Statistics and Accounts of this Commission.⁴ Deposited with City of New York under franchise agreement.⁵ Deposited with State Industrial Commission.⁶ In addition, Company reports First Refunding Mortgage Gold Bonds, par value \$351,000, cost \$184,665.20, held in Fund for Amortization of Debt Discount and Expense, included under Special Deposits on the Balance Sheet.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Interest rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE					
— Continued					
New York City Interborough:					
Surface Transportation Trading Co., Inc.	Stock	—	A-6	\$200 00	\$200 00
Surface Transportation Corp.	Stock	—	A-6	33,000 00	33,000 00
City of New York	Repaving gold bonds, 1940	3½	A-10	5,000 00	5,000 00
City of New York ³	Corporate Stock, 1960	4½	D-10	50,000 00	50,000 00
City of New York ⁴	Corporate Stock, 1960, 1964	4½	D-10	25,000 00	25,000 00
U. S. Government ⁵	Liberty Loan bonds, 1938	4½	D-10	26,000 00	26,000 00
Total		—	—	139,200 00	139,200 00
Southern Boulevard:					
Surface Transportation Trading Co., Inc.	Stock	—	A-6	100 00	100 00
Surface Transportation Corp.	Stock	—	A-6	13,500 00	13,500 00
Third Avenue Ry. Co.	First ref. mtge. gold bonds, 1960	4	B-4	5,500 00	2,869 50
City of New York ³	Corporate Stock, 1960	4	D-10	3,000 00	3,000 00
City of New York ⁴	Corporate Stock, 1964	4½	D-10	5,000 00	5,000 00
Total		—	—	27,100 00	24,469 50
Union:					
Stocks of Associated Companies:					
Bronx Traction Co.	Stock	—	A-6	58,100 00	75,728 75
Westchester Motor Transfer Co., Inc.	Stock	—	A-6	1,500 00	⁵ 14,199 66
Surface Transportation Corp.	Stock	—	A-6	103,500 00	103,500 00
Westchester Street Transportation Co., Inc.	Stock	—	A-6	70,000 00	70,000 00
Surface Transportation Trading Co., Inc.	Stock	—	A-6	200 00	200 00
Bonds of Associated Companies:					
Third Avenue Railway Co.	First ref. mtge. gold bonds, 1960	4	B-4	136,500 00	72,021 79
Yonkers Railroad Co.	First mortgage bonds, 1946	5	B-4	8,000 00	301 00
Advances to Associated Companies:					
Bronx Traction Co.	Construction advances	—	A-7	791,666 14	791,666 14
Bronx Traction Co.	Demand note	4	A-7	181,638 17	181,638 17
Southern Boulevard R. R. Co.	Demand note	4	A-7	50,108 01	50,108 01
Westchester Electric R. R. Co.	Demand note	4	A-7	491,402 99	491,402 99
Yonkers Railroad Co.	Demand note	4	A-7	74,339 85	74,339 85
Municipal and Federal Securities:					
City of New York ³	Corporate Stock, 1960, 1964	4½	D-10	26,000 00	26,000 00
City of New York ⁴	Corporate Stock, 1956-1960	4, 4½	D-10	23,000 00	23,000 00
U. S. Government ⁵	Liberty Loan bonds, 1942	4½	D-10	81,150 00	81,150 00
Total		—	—	2,097,106 16	2,055,256 36
Westchester Electric:					
Stocks of Associated Companies:					
Eastchester Transportation Corp.	Stock	—	A-6	500 00	500 00
South Westchester Bus Co.	Stock	—	A-6	5,000 00	5,000 00
Municipal and Federal Securities:					
City of New York ³	Corporate Stock, 1964	4½	D-10	5,500 00	5,500 00
U. S. Government ⁵	Liberty Loan bonds, 1938	4½	D-10	39,500 00	39,500 00
Real Estate:					
Fulton Avenue, Mt. Vernon	First mortgage, 1931	6	A-11	140,000 00	140,000 00
Total		—	—	190,500 00	190,500 00
Third Ave. Ry. System in City		—	—	42,459,107 51	37,928,371 75

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Deposited with City of New York under franchise agreement.⁴ Deposited with State Industrial Commission.⁵ Cost reported as \$37,500.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE — <i>Concluded</i>					
New York Railways:					
Stocks of Associated Companies: ³					
Bleecker St. & Fulton Ferry R. R. Co. ⁴	Stock	—	C-6	\$ 885,300 00	\$ 168,207 00
B'way & Seventh Ave. R. R. Co. ⁴	Stock	—	C-6	\$ 1,841,300 00	\$ 1,933,365 00
Christopher & 10th St. R. R. Co. ⁴	Stock	—	C-6	\$ 512,200 00	\$ 1,034,644 00
42d St. & Grand St. Ferry R. R. Co. ⁴	Stock	—	C-6	\$ 746,800 00	\$ 2,143,316 00
Sixth Avenue R. R. Co. ⁴	Stock	—	C-6	\$ 1,677,050 00	\$ 3,768,430 00
34th St. Crosstown Ry. Co. ⁴	Stock	—	C-6	1,000,000 00	1 00
23d Street Ry. Co. ⁴	Stock	—	C-6	\$ 595,400 00	\$ 1 00
Central Park, N. & E. River R. R. Co. ⁵	Stock	—	C-6	300,000 00	1 00
Bonds of Associated Companies:					
23d Street Ry. Co. ⁴	First mortgage bonds, 1965	6	C-4	150,000 00	\$ 150,000 00
23d Street Ry. Co. ⁴	Debentures, 1965	5	C-4	150,000 00	\$ 112,500 00
34th St. Crosstown Ry. Co.	First mortgage bonds, 1936	5	A-4	61,000 00	17,930 00
Second Avenue R. R. Corp.	Stock	—	A-3	862 shares	48,692 24
Securities of Independent Cor- porations					
City of New York ⁶	Bonds	4-7	A-1	857,500 00	850,840 63
	Corporate Stock, 1962 and Bonds, 1964	4½	C-10	162,000 00	165,615 00
Real Estate:					
William D. Kilpatrick	Bond and mortgage, 1929	6	A-11	145,000 00	145,000 00
Total ⁷		—	—		10,538,642 87
Broadway & Seventh Avenue:					
Broadway Surface R. R. Co.	First mortgage bonds, 1924	5	C-4	1,500,000 00	\$ 1,500,000 00
South Ferry R. R. Co.	First mortgage bonds, 1919	5	C-4	350,000 00	\$ 350,000 00
Total		—	—	1,850,000 00	1,850,000 00
42d St. & Grand St. Ferry:					
Securities of Independent Cor- porations					
Eighth & Ninth Avenues:	Bonds	4-5	A-1	375,000 00	373,926 25
Railways Realty Corp.	Stock	—	A-6	195,500 00	195,500 00
Real Estate:					
Colonial Ice Corp.	Mortgage, 1930	6	A-11	90,000 00	90,000 00
Railways Realty Corp.	Mortgages, 1932	6	A-11	400,000 00	400,000 00
Total		—	—	685,500 00	685,500 00
New York & Harlem:					
New York Central R. R. Co.	Ref. & imp. mtge. bonds, 2013	4½	A-4	210,000 00	184,238 14
Beech Creek R. R. Co.	Stock	—	A-3	50,000 00	53,297 89
Total		—	—	260,000 00	237,536 03
Other Manhattan Com- panies					
		—	—		13,685,505 15
Total, Manhattan and Bronx surface		—	—		\$ 51,613,876 90

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Acquired under the Final Decree of Foreclosure and Sale dated May 21, 1924, and Plan and Agreement of Reorganization dated July 18, 1924; see note 9.⁴ Pledged to Central Union Trust Company as Trustee under the Prior Lien Mortgage 6 % Gold Bonds.⁵ Represents capital stock acquired by New York Railways Corp. as of June 30, 1930. Capital stock of these companies unacquired at June 30, 1930 is carried in Other Suspense, as follows:

	No. of Shares	Par Value	Book Value
Bleecker St. & Fulton Ferry	147	\$14,700	\$2,793
Broadway & Seventh Avenue	2,587	258,700	271,635
Christopher & Tenth St.	1,378	137,800	278,356
42d St. & Grand St. Ferry	12	1,200	3,444
Sixth Avenue	270	22,950	51,570
23d Street	46	4,600	.....
Total			\$607,798

⁶ Of which \$30,000 was acquired as described in note 3, and consideration for the remaining \$120,000 was a like amount of New York Railways Prior Lien 6 % Bonds.⁷ Consideration \$112,500 par value New York Railways Prior Lien 6 % Bonds.⁸ Deposited with State Industrial Commission.⁹ In addition the following securities were also acquired under the Foreclosure and Sale:

In the possession of Respondent:

Central Crosstown R. R. Co. 6 % notes — \$637,408.82 face value.

Central Crosstown R. R. Co. 1st Cons. Mtge. 4 % Gold Bonds — \$2,473,400 par value.

Metropolitan Crosstown R. R. 5 % Debenture Bonds — \$300,000 par value.

Metropolitan Street Ry. Co. 5 % Gen. Mtge. Bonds — \$12,242,000 par value.

Metropolitan Street Ry. Co. 4 % Ref. Mtge. Bonds — \$16,483,000.

Pledged to Central Union Trust Company of New York as Trustee:

Metropolitan Crosstown R. R. Co. 1st Mtge. 5 % Bonds — \$600,000.

Delivered to New York Railways Participation Corp. under Agreement of Sale:

Broadway & Seventh Ave. R. R. Co. 1st Mortgage 5 % Bonds — \$1,500,000 par value.

¹⁰ Company reports a like amount of Broadway & Seventh Avenue First Consolidated Mortgage 5 % Bonds were issued in exchange.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
BROOKLYN SURFACE					
Brooklyn & Queens Transit: ³					
Securities of Associated Com- panies:					
South Brooklyn Ry. Co. . . .	Stock	—	A-6	\$500,000 00	\$1,571,526 49
South Brooklyn Ry. Co. . . .	Certificates of Indebtedness	6	A-5	1,911,186 45	1,911,186 45
Brooklyn & Queens Service					
Co., Inc.	Stock	—	A-6	800 shares	20,000 00
Brooklyn & Queens Service					
Co., Inc.	Car Purchase notes	6	A-5	1,313,000 00	1,313,000 00
New York Central & Hudson					
River R. R. Co. ⁵	Debenture Gold bonds, 1942	4	D-1	41,000 00	38,982 00
Municipal and Federal Securities:					
City of New York ⁶	Bonds, 1956	4	D-10	129,000 00	129,072 50
City of New York ⁶	Corporate Stock, 1955-1977	4, 4½	D-10	197,000 00	196,812 51
City of New York ⁷	Corporate Stock, 1957, 1959	4	D-10	1,500 00	1,501 88
City of New York ⁸	Corporate Stock, 1962	4½	D-10	2,000 00	2,055 00
U. S. Government ⁹	Liberty Loan bonds, 1933-1938	4½	D-10	10,000 00	10,196 88
Real Estate:					
W. Daw and R. L. Burck- hardt ⁹	Bond and mortgage, 1929	6	D-11	13,800 00	13,800 00
Louis Brook, Inc.	Bond and mortgage, 1930	6	A-11	13,000 00	13,000 00
"Q" Realty Corp.	Bond and mortgage, 1931	6	A-11	43,500 00	43,500 00
Fund for Replacement of Equip- ment:					
Reacquired Securities:					
Brooklyn City R. R. Co. . . .	First cons. mtge. bonds, 1941	5	B	295,000 00	272,848 50
Bklyn., Queens Co. & Sub. R. R. Co.	First cons. mtge. bonds, 1941	5	B	47,000 00	33,731 25
Bklyn. City & Newtown R. R. Co.	Consolidated 1st mtge. bonds, 1939	5	B	13,000 00	9,455 00
Nassau Electric R. R. Co.	First cons. mtge. bonds, 1951	4	B	51,000 00	24,388 75
Brooklyn Union Elev. R. R. Co.	First mortgage bonds, 1950	5	B-4	7,000 00	6,045 00
B.-M. T. Corp.	3-year Gold notes, 1932	6½	B-5	45,000 00	45,500 50
B.-M. T. Corp.	R. T. Security bonds, 1968	6	B-4	11,000 00	10,807 50
Brooklyn & Queens Service					
Co., Inc.	Car Purchase notes	6	B-5	50,000 00	50,000 00
Securities of Independent					
Corporations	Bonds	4½-5½	B-1	102,000 00	97,347 00
Real Estate	Bond and mortgage, 1928	6	B-11	25,000 00	25,000 00
Total		—	—		5,839,757 21
South Brooklyn:					
Municipal and Federal Securities:					
City of New York ⁶	Corporate Stock and Bonds, 1953- 1977	3½-4½	D-10	21,000 00	20,283 22
U. S. Government ⁹	Liberty Loan bonds, 1933-1938	4½	D-10	12,500 00	12,475 17
Real Estate:					
Morgan Sand & Gravel Co. . .	Bond and mortgage, 1933	6	A-11	102,000 00	102,000 00
II-A-R-F Realty Corp.	Bond and mortgage, 1930	6	A-11	18,000 00	18,000 00
Total		—	—	153,600 00	153,768 39
Bush Terminal:					
City of New York ¹⁰	Corporate Stock, 1950, 1958	3, 4	D-10	8,000 00	7,530 50
Total		—	—		\$6,000,046 10

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.⁴ Represents South Brooklyn figures taken on respondent's books at the time of the merger, consisting of Capital Stock, \$500,000; Surplus, \$931,628.86 and adjustment account of certain items, \$139,897.63.⁵ Deposited with Trustee of Equipment Trust Gold Certificates, Series A.⁶ Deposited with State Industrial Commission.⁷ Deposited with City of New York: \$1,000 under 4th Avenue Loop Franchise and \$500 under Georgia Avenue Extension Franchise.⁸ Deposited with City of New York under Navy Street Franchise.⁹ Deposited with Guaranty Trust Co., Trustee, Nassau Electric R. R. Consolidated Mortgage.¹⁰ Deposited with City of New York.

TABLE XVIII. Miscellaneous investments held at June 30, 1930 — Concluded

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
QUEENS SURFACE					
Steinway Railways:					
City of New York ³	Corporate Stock, 1941-1962.....	3½, 4½	D-10	\$25,100 00	\$24,352 96
U. S. Government ⁴	Liberty Loan bonds, 1933-1938....	4½	D-10	1,500 00	1,504 50
Total.....		—	—	26,600 00	25,857 46
Jamaica Central:					
Real Estate:					
First Mtge. Guarantee Co....	First mortgage bonds, 1931.....	5½	A-11	100,000 00	100,000 00
Manhattan & Queens:					
City of New York ⁵	Corporate Stock, 1940-1962.....	3½, 4½	D-10	37,750 00	36,493 75
Total.....		—	—	\$164,350 00	\$162,351 21
RICHMOND SURFACE					
Richmond Railways:					
Securities of Associated Com- panies:					
Southfield Beach R. R. Co..	Stock.....	—	A-6	\$127,500 00	⁶ \$1 00
New Jersey & Staten Island Ferry Co.	Stock.....	—	A-6	100,000 00	100,000 00
New Jersey & Staten Island Ferry Co.	First mortgage bonds.....	6½	A-4	75,000 00	75,000 00
Advances to Associated Com- pany:					
Southfield Beach R. R. Co..	Demand note.....	6	A-11	25,000 00	25,000 00
City of New York ⁴	Corporate Stock, 1960.....	4½	D-10	2,000 00	⁶ 2,000 00
Total.....		—	—	\$329,500 00	\$202,001 00
Total, street surface.....		—	—		\$57,978,275 21
Grand total.....		—	—		\$76,301,681 05

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 333.² Identical with money cost, except as noted.³ Deposited with State Industrial Commission.⁴ Deposited with City of New York.⁵ Deposited with City of New York: by Company, \$21,250; by contractors, \$15,000; account of Loop, \$1,500.⁶ Actual money cost reported as "Accepted in Purchase."

TABLE XIX. ACCRUED AMORTIZATION OF CAPITAL
Balance at beginning of year, changes during the year and balance at June 30, 1930

COMPANY AND NAME OF ACCOUNT	Balance at June 30, 1929	Charged to operating expenses during year	Realized loss on fixed capital retired during year	Other adjustments to reserve	Balance at June 30, 1930
RAPID TRANSIT					
Interborough Rapid Transit:					
Subway Division.....	\$2,559,048 06	\$1,000,000 00	\$26,773 72	Cr \$1,149,080 32	\$4,681,354 66
Accrued amortization of capital (prior to beginning of operation).....	32,612 93				32,612 93
Contract No. 3 Depreciation Funds.....	2,526,435 13	1,000,000 00	26,773 72	Cr 1,149,080 32	4,648,741 73
Railroad and equipment.....	1,357,468 04	500,000 00		Cr 67,004 58	1,924,472 62
Existing railroad.....	125,691 47	20,000 00		Dr 66,513 83	79,177 64
Existing equipment.....	1,030,670 09	480,000 00		Cr 383,386 09	1,894,056 18
Capital retired from service.....	973,853 53		26,773 72		947,079 81
Retirements to be replaced from Depreciation Fund.....	Dr 961,248 00			Cr 765,203 48	Dr 196,044 52
Elevated Division.....	Dr 11,832,118 10	50,000 00		Cr 12,816,784 08	974,665 98
Accrued amortization of capital (prior to beginning of operation).....	1,064,253 87				1,064,253 87
Elevated Extension Certificate De- preciation Funds.....	Dr 12,956,371 97	50,000 00		Cr 12,816,784 08	Dr 89,587 89
Depreciation Reserve.....	Dr 12,663,409 74	50,000 00		Cr 12,663,409 74	50,000 00
Capital retired from service.....	35,208 01				35,208 01
Retirements to be replaced from Depreciation Fund.....	Dr 328,170 24			Cr 153,374 34	Dr 174,795 90
Total, I. R. T.....	Dr 9,353,070 04	1,050,000 00	26,773 72	Cr 13,965,864 40	5,656,020 64
New York Rapid Transit (B.-M. T.):					
Amortization of capital prior to Contract No. 4.....	148,371 80				148,371 80
Contract No. 4 Depreciation Funds.....	5,806,074 90	800,000 00		Dr 659,385 57	5,946,689 33
"A"—The railroad and its equip- ment.....	2,350,484 56	440,000 00		Dr 5,545 80	2,793,938 76
"B"—Plant and property of ex- tensions and additional tracks.....	64,785 66	8,000 00		Dr 411 22	72,374 44
"C"—Existing railroads and their equipment.....	3,381,804 68	352,000 00		Dr 653,428 55	3,080,376 13
Replacement Reserves.....	994,002 66			Cr 898,189 83	1,892,192 49
Retired property of existing rail- roads.....	925,264 50			Cr 636,316 56	1,561,581 06
Retired equipment of the railroad.....	54,235 87			Cr 260,557 46	314,793 33
Retired construction of the railroad.....	11,516 61				11,516 61
Retired plant and property of ex- tensions and additional tracks.....	2,985 68			Cr 1,315 81	4,301 49
Replacement of Retired Property.....	Dr 901,368 17				Dr 901,368 17
Total, N. Y. R. T.....	6,047,081 19	800,000 00		Cr 238,804 26	7,085,885 45
Total.....	Dr \$3,285,988 85	\$1,850,000 00	\$26,773 72	Cr \$14,204,668 66	\$12,741,906 09

NOTE.—Companies omitted have no reserve for Accrued Amortization of Capital.

¹ Includes transfer to Retirements to be replaced from Depreciation Fund: From Railroad and equipment, \$387,710.21; from Existing Equipment, \$339,395.78.

²⁻⁴ Agreement as of August 30, 1929 establishes the amount of Depreciation for the period from January 1, 1919, the date of beginning of operation under the Contract No. 3 lease up to and including June 30, 1929 at \$3,685,987.75; there was accrued to June 30, 1929, \$2,513,829.60; the difference, \$1,172,158.15, was charged to Surplus, the contra items being: ² Cr \$509,683.05; ³ Dr \$66,513.83; ⁴ Cr \$728,988.93.

⁵ Consists of Cr \$12,828,077.18 charged to Surplus (of which \$12,663,409.74 represents expenditures in excess of 14% of revenue on Manhattan Division from July 1, 1917 to June 30, 1929, and \$164,667.44 represents expenditures for Replacements not heretofore charged against Income) and Dr \$164,667.44 transferred to Retire-
ments to be replaced from Depreciation Fund.

⁶ See note 5 above.

⁷ Company erroneously credited Fixed Capital with \$148,371.80, closing out this Reserve, here restored by the Division of Statistics and Accounts of this Commission.

⁸ Represents liability to replace Contract No. 4 property retired.

TABLE XIX. Accrued amortization of capital — Concluded
Balance at beginning of year, changes during the year and balance at June 30, 1930

COMPANY AND NAME OF ACCOUNT	Balance at June 30, 1929	Charged to operating expenses during year	Realized loss on fixed capital retired during year	Other adjustments to reserve	Balance at June 30, 1930
MANHATTAN AND BRONX SURFACE					
Third Avenue.....	\$25,436 53	Dr \$9,822 78	\$2,252 47		\$13,361 28
Belt Line.....	234 98			Cr \$83 57	318 55
Dry Dock, E. B'way & B.....	266,493 15	Dr 2,061 56			264,431 59
42d St., Manh. & St. N. Ave.....	933,913 41	Dr 2,705 66		¹ Cr 29,976 68	961,184 43
New York City Interborough.....	253,253 10	Dr 4,186 52	6,260 67		242,805 91
Southern Boulevard.....	161,968 57	Dr 866 54		¹ Cr 3,010 30	164,112 33
Union.....	272,316 19	Dr 5,084 45	1,100 73	¹ Cr 69,881 76	335,952 77
Westchester Electric.....	80,354 89	2,403 84	6,674 24	Dr 250 00	75,834 49
Third Ave. Ry. System in City.....	1,993,790 82	Dr 22,323 67	16,348 11	¹ Cr 102,702 31	2,058,001 35
Second Avenue.....	12,805 50	Dr 26,080 13		Cr 619 21	Dr 12,655 42
New York Railways.....	159,082 73	34,993 31			194,076 04
Eighth & Ninth Avenues.....	446,571 80				446,571 80
New York & Harlem ²	154,709 62	21,112 10			175,821 72
Other Manhattan Companies.....	773,169 65	30,025 28		Cr 619 21	803,814 14
Total.....	\$2,767,140 47	\$7,701 61	\$16,348 11	Cr \$103,321 52	\$2,861,815 49
BROOKLYN SURFACE					
Brooklyn & Queens Transit ³	⁴ \$2,000,599 03	\$242,623 64	\$110,208 75	Cr \$14,681 07	\$2,147,694 99
South Brooklyn.....	35,574 82	15,000 00	17,820 33		32,754 49
Bush Terminal ⁵	⁶ 90,696 30	⁷ 4,222 92			⁸ 94,919 22
Total.....	⁹ \$2,126,870 15	\$261,846 56	\$128,029 08	Cr \$14,681 07	\$2,275,368 70
QUEENS SURFACE					
New York & Queens County, Co. & Recr.....	\$317,998 26	\$57,742 81	\$3,119 87		\$372,621 20
Jamaica Central.....	117,081 99	⁷ 42,127 20	519 25		158,689 94
Manhattan & Queens.....	248,030 10	28,000 00	4,705 20	⁸ Cr \$10,523 77	281,848 67
Total.....	\$683,110 35	\$127,870 01	\$8,344 32	Cr \$10,523 77	\$813,159 81
RICHMOND SURFACE					
Richmond Railways.....	\$154,699 19				\$154,699 19
Total, street surface lines.....	⁹ \$5,731,820 16	\$397,418 18	\$152,721 51	Cr \$128,526 36	\$6,105,043 19
Grand total.....	⁹ \$2,445,831 31	⁹ \$2,247,418 18	\$179,495 23	Cr \$14,333,195 02	¹⁰ \$18,846,949 28

¹ Represents balance at June 30, 1929 in Reserve for Amortization of Property and Franchise transferred to Accrued Amortization of Capital.

² For depreciation of equipment.

³ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929.

⁴ Opening balance at July 1, 1929; equals the sum of the closing balances at June 30, 1929 of the constituent companies (see note 3 above).

⁵ Company includes in Accrued Amortization of Capital, the Reserve for Amortization of Property in Public Streets which will revert to the City at the expiration of the franchise, details of which are as follows: Balance at June 30, 1929, \$47,489.31; charged to general amortization expense, \$4,222.92; balance at June 30, 1930, \$51,712.23.

⁶ Excludes \$235,716.31, consisting of \$71,642.73, balance at June 30, 1929 of Manhattan Bridge Three Cent Line which discontinued operation Nov. 13, 1929; \$19,167.11, balance of Van Brunt St. & Erie Basin, which discontinued operation Dec. 14, 1929; and \$144,906.47, balance of Brooklyn Heights, the assets and liabilities of which company were assumed by B.-M. T. Corp.

⁷ Includes \$2,607.48 charged to General amortization and credited to Reserve for Amortization of Organization Expense.

⁸ Represents interest at 4% on monthly balances, charged to interest deductions.

⁹ Of which charged to:

Maintenance of Way and Structures (depreciation).....	\$507,989 67
Maintenance of Equipment (depreciation).....	\$1,723,689 07
General and Miscellaneous Expenses (general amortization).....	\$15,739 44

Total..... \$2,247,418 18

¹⁰ Shown on Balance Sheets (Table XVI) as follows:

As:	
Accrued Amortization of Capital.....	\$18,859,604 70
Less Amount shown as:	
Accrued Amortization of Capital — debit balance (Second Avenue).....	12,655 42
Total credit balance.....	\$18,846,949 28

* Exclusive of Manhattan Bridge Three Cent Line for the period July 1 to November 13, 1929.

TABLE XX. CAPITALIZATION (STOCKS, BONDS AND NOTES TO CONTROLLING
(For details, see Divisions

COMPANY	NOT HELD BY ASSOCIATED IN NEW	
	Capital stock	Funded debt unmatured ¹
RAPID TRANSIT		
Interborough Rapid Transit.....	\$35,000,000 00	\$183,880,000 00
Manhattan Railway.....	60,000,000 00	45,172,846 02
Total — I. R. T. operation.....	95,000,000 00	229,052,846 02
New York Rapid Transit (B.-M. T.).....	23,683,516 23	128,001,500 00
Total ³	\$118,683,516 23	³ \$357,054,346 02
MANHATTAN AND BRONX SURFACE		
Third Avenue.....	\$16,590,000 00	\$46,110,000 00
Kingsbridge.....		
Belt Line.....		
Dry Dock E. B'way & B.....	2,000 00	1,599,200 00
42d St., Manh. & St. N. Ave.....	17,400 00	500,000 00
New York City Interborough.....	204,600 00	
Southern Boulevard.....	300 00	250,000 00
Union.....		2,000,000 00
Bronx Traction.....		
Westchester Electric.....		500,000 00
Third Avenue Railway System in City.....	16,814,300 00	50,959,200 00
Second Avenue.....	2,973,437 32	
New York Railways.....	1,447,069 16	24,765,311 61
Bleecker Street & Fulton Ferry.....	14,700 00	700,000 00
Broadway & Seventh Avenue.....	258,700 00	5,058,000 00
Christopher & Tenth Street.....	137,800 00	
42d Street & Grand Street Ferry.....	1,200 00	
Sixth Avenue.....	22,950 00	
34th Street Crosstown.....		939,000 00
23d Street.....	4,600 00	1,383,000 00
Total — New York Railways operation.....	1,837,019 16	32,846,311 61
Eighth & Ninth Avenues.....	6,596,334 83	
New York & Harlem.....	⁵ 2,500,000 00	⁵ (12,000,000 00)
Total.....	\$30,771,091 31	\$83,804,511 61
BROOKLYN SURFACE		
Brooklyn & Queens Transit ⁶	\$47,125,000 00	\$30,445,927 50
South Brooklyn.....		
Dept. of Pl. & Str. (Williamsburg Bridge Line).....		664,120 30
Bush Terminal.....	20,000 00	
Total.....	\$47,145,000 00	\$31,110,047 80
QUEENS SURFACE		
New York & Queens County.....	\$30,200 00	\$514,000 00
Steinway Railways, Receivers.....		
Jamaica Central.....	20,000 00	
Manhattan & Queens.....	20,000 00	
Total.....	\$70,200 00	\$514,000 00
RICHMOND SURFACE		
Richmond Railways.....	\$5,309,468 52	
Southfield Beach.....	122,300 00	
Total.....	\$5,431,768 52	
Total, street surface lines.....	\$83,418,059 83	\$115,428,559 41
Grand total ³	\$202,101,576 06	³ \$472,482,905 43

¹ Matured funded debt is shown in brackets in Div. C of this table, but not included in totals.² Consists of certificates of indebtedness and notes, construction advances and matured funded held by system companies.³ Exclusive of \$316,215,777.34, amount estimated as applicable to portions of lines in operation, of Rapid Transit Railroad bonds issued by the City of New York for rapid transit construction under Contracts Nos. 1, 2, 3 and 4. See Div. E of this table.⁴ In addition the following lessor companies report expenditures by Metropolitan Street Railway for betterments, liability for repayment of which is not recognized by them: Broadway & Seventh

CORPORATIONS), JUNE 30, 1930: (A) Summary of total outstanding capitalization B, C and D of this table)

STREET RAILWAY CORPORATIONS YORK CITY		TOTAL			
Other permanent debt ²	Total	Capital stock	Funded debt unmatured ¹	Other permanent debt ²	Total
	\$218,880,000 00	\$35,000,000 00	\$183,880,000 00		\$218,880,000 00
	105,172,846 02	60,000,000 00	45,193,846 02		105,193,846 02
	324,052,846 02	95,000,000 00	229,073,846 02		324,073,846 02
	151,685,016 23	23,683,516 23	128,008,500 00		151,692,016 23
	³ \$475,737,862 25	³ \$118,683,516 23	³ \$357,082,346 02		³ \$475,765,862 25
	\$62,700,000 00	\$16,590,000 00	\$46,335,000 00		\$62,925,000 00
		8,600 00		\$2,262,515 19	2,271,115 19
		734,000 00	1,750,000 00	73,091 53	2,557,091 53
	1,601,200 00	1,200,000 00	2,778,200 00		3,978,200 00
	517,400 00	2,500,000 00	500,000 00	7,902,152 98	10,902,152 98
	204,600 00	5,000,000 00		2,171,358 29	7,171,358 29
	250,300 00	250,000 00	250,000 00	186,472 71	686,472 71
	2,000,000 00	2,000,000 00	2,000,000 00	4,715,064 39	8,715,064 39
		58,100 00		1,125,115 80	1,183,215 80
	500,000 00	500,000 00	500,000 00	1,952,161 17	2,952,161 17
	67,773,500 00	28,840,700 00	54,113,200 00	20,387,932 06	103,341,832 06
	2,973,437 32	2,973,437 32			2,973,437 32
	26,212,380 77	1,447,069 16	24,765,311 61	1,850,000 00	28,062,380 77
	714,700 00	900,000 00	700,000 00		1,600,000 00
	5,316,700 00	2,100,000 00	5,058,000 00		47,158,000 00
	137,800 00	650,000 00			650,000 00
	1,200 00	748,000 00			4748,000 00
	22,950 00	1,700,000 00			1,700,000 00
	939,000 00	1,000,000 00	1,000,000 00		42,000,000 00
	1,387,600 00	600,000 00	1,683,000 00		2,283,000 00
	34,732,330 77	9,145,069 16	33,206,311 61	1,850,000 00	44,201,380 77
	6,596,334 83	6,596,334 83			6,596,334 83
	2,500,000 00	⁵ 2,500,000 00	⁵ (12,000,000 00)		2,500,000 00
	\$114,575,602 92	\$50,055,541 31	\$87,319,511 61	\$22,237,932 06	\$159,612,984 98
	\$77,570,927 50	\$47,125,000 00	\$30,445,927 50		\$77,570,927 50
		500,000 00		\$1,911,186 45	2,411,186 45
	664,120 30		664,120 30		664,120 30
\$336,045 00	356,045 00	20,000 00		336,045 00	356,045 00
\$336,045 00	\$78,591,092 80	\$47,645,000 00	\$31,110,047 80	\$2,247,231 45	\$81,002,279 25
	\$544,200 00	\$3,235,000 00	\$1,300,000 00		\$4,535,000 00
	20,000 00	20,000 00			20,000 00
\$1,150,000 00	1,170,000 00	20,000 00		\$1,150,000 00	1,170,000 00
\$1,150,000 00	\$1,734,200 00	\$3,275,000 00	\$1,300,000 00	\$1,150,000 00	\$5,725,000 00
	\$5,309,468 52	\$5,309,468 52			\$5,309,468 52
	122,300 00	249,800 00		\$25,000 00	274,800 00
	\$5,431,768 52	\$5,559,268 52		\$25,000 00	\$5,584,268 52
\$1,486,045 00	\$200,332,664 24	\$106,534,809 83	\$119,729,559 41	\$25,660,163 51	\$251,924,532 75
\$1,486,045 00	⁸ \$676,070,526 49	⁸ \$225,218,326 06	⁸ \$476,811,905 43	⁸ \$25,660,163 51	⁸ \$727,690,395 00

Ave., \$3,225,123.78; 42d Street & Grand Street Ferry, \$1,560,355.84; 34th Street Crosstown, \$1,080,808.80.

⁵ The entire funded debt of the New York & Harlem, \$12,000,000, is a mortgage on its steam road leased to the New York Central; figures here shown in parentheses and not included in the totals. Of the \$10,000,000 capital stock outstanding, one-fourth or \$2,500,000 has been estimated as applicable to the "City" line.

⁶ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929. See abstract of Brooklyn & Queens Transit returns, page 341.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY	Certificates issued	Other
RAPID TRANSIT		
Interborough Rapid Transit.....	\$35,000,000 00	
Manhattan Railway.....	1 60,000,000 00	
Total — I. R. T. operation.....	95,000,000 00	
New York Rapid Transit (B.-M. T.).....	2 23,683,516 23	
Total.....	\$118,683,516 23	
MANHATTAN AND BRONX SURFACE		
Third Avenue.....	\$16,590,000 00	
Kingsbridge.....	8,600 00	
Belt Line.....	734,000 00	
Dry Dock, E. B'way & B.....	1,200,000 00	
42d St., Manh. & St. N. Ave.....	2,500,000 00	
New York City Interborough.....	5,000,000 00	
Southern Boulevard.....	250,000 00	
Union.....	2,000,000 00	
Bronx Traction.....	58,100 00	
Westchester Electric.....	500,000 00	
Third Avenue Railway System in City.....	28,840,700 00	
Second Avenue.....	2 2,765,471 64	3 \$207,965 68
New York Railways.....	5 1,447,069 16	
Bleecker Street & Fulton Ferry.....	900,000 00	
Broadway & Seventh Avenue.....	2,100,000 00	
Christopher & Tenth Street.....	650,000 00	
42d Street & Grand Street Ferry.....	748,000 00	
Sixth Avenue.....	1,700,000 00	
34th Street Crosstown.....	1,000,000 00	
23d Street.....	600,000 00	
Total — New York Railways operation.....	9,145,069 16	
Eighth & Ninth Avenues.....	7 6,596,334 83	
New York & Harlem (City line).....	8 2,500,000 00	
Total.....	\$49,847,575 63	\$207,965 68
BROOKLYN SURFACE		
Brooklyn & Queens Transit 9.....	\$47,125,000 00	
Common stock.....	10 18,800,000 00	
Preferred stock.....	11 28,325 000 00	
South Brooklyn.....	500,000 00	
Dept. of Pl. & Str. (Williamsburg Bridge Line)12.....		
Bush Terminal.....	20,000 00	
Total.....	\$47,645,000 00	
QUEENS SURFACE		
New York & Queens County.....	\$3,235,000 00	
Steinway Railways, Receivers.....		
Jamaica Central.....	13 20,000 00	
Manhattan & Queens.....		14 \$20,000 00
Total.....	\$3,255,000 00	\$20,000 00
RICHMOND SURFACE		
Richmond Railways.....	15 \$5,309,468 52	
Southfield Beach.....	250,000 00	
Total.....	\$5,559,468 52	
Total, street surface lines.....	\$106,307,044 15	\$227,965 68
Grand total.....	\$224,990,560 38	\$227,965 68

1 Par value (\$100 per share) of 556,490 shares of modified 5% assenting stock and 43,510 shares of non-assenting 7% stock.

2 Consists of: (1) \$21,339,516.23 book equity of 189,000 shares of no par value stock issued at the time of the Reorganization, June 15, 1923; and (2) \$2,344,000 equity of 93,760 shares of no par value stock issued in exchange for Refunding Mortgage Sinking Fund Gold Bonds retired, authorized by the Transit Commission March 2, 1926, at the rate of 4 shares of stock for \$100 of bonds.

3 Book equity of 31,622 shares of no par value stock issued as of June 30, 1930 in exchange for Receiver's Certificates, etc., \$2,765,471.64; book equity of balance of stock authorized (2,378 shares), \$207,965.68.

4 The New York Railways owns 852 shares of stock of the Second Avenue.

5 Represents book equity at May 1, 1925 (over and above \$413,709.44 interest on Income Bonds for four months, Jan. 1, 1925 to May 1, 1925) of 90,200 shares of no par value common stock and 184,830 shares of no par value preferred stock.

6 All the common stock (90,200 shares) of the New York Railways is held by the Fifth Avenue Coach Company.

corporations), June 30, 1930: (B) Capital stock

Total (nominal) issue	Actually outstanding	PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held
		Amount	Company	
\$35,000,000 00	\$35,000,000 00	—	—	\$35,000,000 00
¹ 60,000,000 00	¹ 60,000,000 00	—	—	¹ 60,000,000 00
95,000,000 00	95,000,000 00	—	—	95,000,000 00
² 23,683,516 23	² 23,683,516 23	—	—	² 23,683,516 23
\$118,683,516 23	\$118,683,516 23	—	—	\$118,683,516 23
\$16,590,000 00	\$16,590,000 00	—	—	\$16,590,000 00
8,600 00	8,600 00	\$8,600 00	Third Avenue	
734,000 00	734,000 00	734,000 00	Third Avenue	
1,200,000 00	1,200,000 00	1,198,000 00	Third Avenue	2,000 00
2,500,000 00	2,500,000 00	2,482,600 00	Third Avenue	17,400 00
5,000,000 00	5,000,000 00	4,795,400 00	Third Avenue	204,600 00
250,000 00	250,000 00	249,700 00	Third Avenue	300 00
2,000,000 00	2,000,000 00	2,000,000 00	Third Avenue	
58,100 00	58,100 00	58,100 00	Union	
500,000 00	500,000 00	500,000 00	Third Avenue	
²³ 840,700 00	²³ 840,700 00	12,026,400 00	—	16,814,300 00
² 2,973,437 32	² 2,973,437 32	(⁴)	(⁴)	² 2,973,437 32
⁵ 1,447,069 16	⁵ 1,447,069 16	(⁶)	(⁶)	⁵ 1,447,069 16
900,000 00	900,000 00	885,300 00	New York Railways	14,700 00
2,100,000 00	2,100,000 00	1,841,300 00	New York Railways	258,700 00
650,000 00	650,000 00	512,200 00	New York Railways	137,800 00
748,000 00	748,000 00	746,800 00	New York Railways	1,200 00
1,700,000 00	1,700,000 00	1,677,050 00	New York Railways	22,950 00
1,000,000 00	1,000,000 00	1,000,000 00	New York Railways	
600,000 00	600,000 00	595,400 00	New York Railways	4,600 00
⁹ 145,069 16	⁹ 145,069 16	7,258,050 00	—	1,887,019 16
⁷ 6,596,334 83	⁷ 6,596,334 83	—	—	⁷ 6,596,334 83
⁸ 2,500,000 00	⁸ 2,500,000 00	—	—	⁸ 2,500,000 00
\$50,055,541 31	\$50,055,541 31	⁴ ⁶ \$19,284,450 00	—	\$30,771,091 31
\$47,125,000 00	\$47,125,000 00	—	—	\$47,125,000 00
¹⁰ 18,800,000 00	¹⁰ 18,800,000 00	—	—	¹⁰ 18,800,000 00
¹¹ 28,325,000 00	¹¹ 28,325,000 00	—	—	¹¹ 28,325,000 00
500,000 00	500,000 00	\$500,000 00	Brooklyn & Queens Transit	
20,000 00	20,000 00	(¹²)	—	20,000 00
\$47,645,000 00	\$47,645,000 00	\$500,000 00	—	\$47,145,000 00
\$3,235,000 00	\$3,235,000 00	\$3,204,800 00	I. R. T.	\$30,200 00
¹³ 20,000 00	¹³ 20,000 00	—	—	¹³ 20,000 00
20,000 00	20,000 00	—	—	20,000 00
\$3,275,000 00	\$3,275,000 00	\$3,204,800 00	—	\$70,200 00
¹⁵ \$5,309,468 52	¹⁵ \$5,309,468 52	—	—	¹⁵ \$5,309,468 52
250,000 00	249,800 00	\$127,500 00	Richmond Railways	122,300 00
\$5,559,468 52	\$5,559,268 52	\$127,500 00	—	\$5,431,768 52
\$106,535,009 83	\$106,534,809 83	⁴ ⁶ \$23,116,750 00	—	\$83,418,059 83
\$225,218,526 06	\$225,218,326 06	⁴ ⁶ \$23,116,750 00	—	\$202,101,576 06

⁷ Represents book equity of 58,000 shares of no par value stock as of date of consolidation, December 22, 1926.

⁸ The total capital stock outstanding is \$10,000,000 (\$8,656,050 common stock and \$1,343,950 preferred) of which one-fourth or \$2,500,000, estimated as applicable to the "City Line" portion of the road, is here included.

⁹ See note 6 on Division A of this table.

¹⁰ Represents book equity of 800,000 shares of no par value common stock at July 1, 1929.

¹¹ Represents book equity of 283,250 shares of no par value preferred stock at July 1, 1929.

¹² Corporate Stock Bonds and General Fund, reported by the City of New York, Dept. of Plant and Structures (operating the Williamsburg Bridge Line) under Capital Stock are shown in this tabulation under Funded Debt.

¹³ Represents book equity of 12,000 shares of no par value stock.

¹⁴ Installments paid in on subscriptions for stock.

¹⁵ Represents book equity of 20,000 shares of no par value stock.

TABLE XX. Capitalization (stocks, bonds and notes to

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
RAPID TRANSIT					
Interborough Rapid Transit	—	—	\$272,811,000 00	\$88,931,000 00	\$183,880,000 00
First and refunding mtge., 53-year 5's	A	Jan. 1, 1966	229,687,000 00	88,931,000 00	140,756,000 00
10-year secured convertible 7% gold notes	C	Sept. 1, 1932	32,613,900 00		32,613,900 00
3-year secured convertible 7% gold notes ¹	C	Sept. 1, 1922	10,100 00		10,100 00
10-year 6% gold notes	C	Oct. 1, 1932	10,500,000 00		10,500,000 00
Manhattan Railway	—	—	45,207,000 00	13,153 98	45,193,846 02
Consolidated mtge., 100-year 4's	A	April 1, 1990	840,677,000 00	13,000 00	40,664,000 00
Second mortgage, 100-year 4's	A	June 1, 2013	4,523,000 00		4,523,000 00
Bond certificates, 4's	H	(⁹)	7,000 00	153 98	6,846 02
Total, I. R. T. operations ¹⁰	—	—	318,018,000 00	88,944,153 98	229,073,846 02
New York Rapid Transit ¹⁰	—	—	130,598,500 00	2,590,000 00	128,008,500 00
Brooklyn Union El. first mtge., 51-year 5's	A	Feb. 1, 1950	15,967,000 00		15,967,000 00
Kings County El. first mtge., 50-year 4's	A	Aug. 1, 1949	6,467,000 00		6,467,000 00
New York Rapid Transit ref. mtge. sinking fund 45-year 5's, Series A	A	July 1, 1968	91,164,500 00	112,371,000 00	88,793,500 00
New York Rapid Transit ref. mtge. sinking fund 41-year 6's, Series B	A	July 1, 1968	17,000,000 00	11219,000 00	16,781,000 00
Total ¹²	—	—	\$448,616,500 00	\$91,534,153 98	\$357,082,346 02
MANHATTAN AND BRONX SURFACE					
Third Avenue	—	—	\$49,526,500 00	\$3,191,500 00	\$46,335,000 00
First mortgage, 50-year 5's	A	July 1, 1937	5,000,000 00		5,000,000 00
First refunding mtge., 50-year 4's	A	Jan. 1, 1960	21,990,500 00	2,871,500 00	19,119,000 00
Adjustment mtge. 50-year income 5's (cumulative), interest as earned	D	Jan. 1, 1960	22,536,000 00	320,000 00	22,216,000 00
Belt Line:	—	—	—	—	—
First mortgage, 30-year 5's	A	Jan. 1, 1943	1,750,000 00		1,750,000 00
Dry Dock, E. B'way & B.	—	—	2,778,200 00		2,778,200 00
General mortgage, 40-year 5's	A	Dec. 1, 1932	950,000 00		950,000 00
Refunding mtge., Series B, 45-year 4's	A	Jan. 1, 1960	528,000 00		528,000 00
Refunding mtge., Series C, int. as earned ¹⁴	D	Jan. 1, 1960	1,300,200 00		1,300,200 00
42d St., Manh. & St. N. Ave.	—	—	500,000 00		500,000 00
First mortgage, 30-year 5's	A	Mar. 1, 1940	500,000 00		500,000 00
Second mortgage income, 30-year 6's	I	Jan. 1, 1915	[1,487,000 00]		[1,487,000 00]
New York City Interborough:	—	—	—	—	—
First mtge., 23-year Sinking Fund 4's	I	May 1, 1928	[2,164,000 00]	[87,000 00]	[2,077,000 00]
Southern Boulevard:	—	—	—	—	—
First mortgage, 50-year 5's	A	July 1, 1945	250,000 00		250,000 00
Union:	—	—	—	—	—
First mortgage, 50-year 5's	A	Aug. 1, 1942	2,000,000 00		2,000,000 00
Westchester Electric:	—	—	—	—	—
First mortgage, 50-year 5's	A	July 1, 1943	500,000 00		500,000 00
Third Ave. Ry. System in City	—	—	57,304,700 00	3,191,500 00	54,113,200 00

NOTE. — Matured funded debt is entered in brackets and not included in totals.

* The significance of the figures is indicated in the distribution of the grand total at the close of this division.

¹ Consists of (1) \$56,698,000 par value of bonds pledged as collateral with Bankers Trust Co., Trustee, under collateral indentures dated Sept. 1 and 2, 1918 and Sept. 1, 1922 to secure the \$32,613,900 Ten-year Secured Convertible 7% Gold Notes and the \$10,100 Three-year Secured Convertible Gold Notes dated Sept. 1, 1918; (2) \$2,263,000 bonds held by the Guaranty Trust Co., Trustee, in Special Trust under Agreement dated Sept. 1, 1922; (3) \$285,000 bonds released by the Trustee upon payment of cash at 63, which bonds will be delivered to the Trustee as part payment of the Sinking Fund obligations, due July 1, 1930; (4) 747,000 bonds now in the treasury of the Company; (5) \$27,962,000 bonds deposited on account of Sinking Fund and (6) \$976,000 bonds representing investment of Depreciation Reserve and interest thereon.

² Includes \$27,962,000 par value of bonds deposited on account of Sinking Fund and \$976,000 bonds representing investment of Depreciation Reserve and interest thereon.

³ Originally due Sept. 1, 1921, on which date they were extended for one year at 8%. Interest has been accrued at 7% since Sept. 1, 1922, as under the Plan of Readjustment, all 3-year notes are exchangeable for 10-year 7% notes dated Sept. 1, 1922.

controlling corporations), June 30, 1930: (C) Funded debt

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
		\$183,880,000 00	\$212,818,000 00	\$11,401,159 62	\$11,871,550 47
		140,756,000 00	2 169,694,000 00	4 8,469,475 00	8,432,200 00
		32,613,900 00	32,613,900 00	5 2,301,684 62	2,309,767 87
		10,100 00	10,100 00		
		10,500,000 00	10,500,000 00	6 630,000 00	629,582 60
\$21,000 00		45,172,846 02	45,193,846 02	1,808,240 00	1,808,240 00
21,000 00	Interborough Rapid Transit.	40,643,000 00	8 40,664,000 00	8 1,627,040 00	1,627,040 00
		4,523,000 00	4,523,000 00	180,920 00	180,920 00
		6,846 02	6,846 02	280 00	280 00
21,000 00		229,052,846 02	258,011,846 02	13,209,399 62	13,179,790 47
7,000 00		128,001,500 00	128,008,500 00	6,514,610 00	6,533,705 00
7,000 00	Brooklyn & Queens Transit.	15,960,000 00	15,967,000 00	798,350 00	796,050 00
		6,467,000 00	6,467,000 00	258,680 00	257,940 00
		88,793,500 00	88,793,500 00	7 4,448,950 00	4,467,425 00
		16,781,000 00	16,781,000 00	1,008,630 00	1,012,290 00
\$28,000 00		\$357,054,346 02	12 \$386,020,346 02	\$19,724,009 62	\$19,713,495 47
\$225,000 00		\$46,110,000 00	\$49,528,500 00	\$2,256,420 00	\$1,703,645 00
225,000 00	(13)	5,000,000 00	5,000,000 00	250,000 00	251,300 00
		18,994,000 00	21,990,500 00	879,620 00	879,260 00
		22,216,000 00	22,536,000 00	1,126,800 00	573,085 00
1,750,000 00	Third Avenue		1,750,000 00	87,500 00	
1,179,000 00		1,599,200 00	2,778,200 00	120,628 00	66,200 00
		950,000 00	950,000 00	47,500 00	66,200 00
528,000 00	Third Avenue		528,000 00	21,120 00	
651,000 00	Third Avenue	649,200 00	1,300,200 00	52,008 00	
		500,000 00	500,000 00	25,000 00	25,000 00
		500,000 00	500,000 00	25,000 00	25,000 00
[1,487,000 00]	Third Avenue	[.....]	[1,487,000 00]	[89,220 00]	[18,000 00]
[2,077,000 00]	Third Avenue	[.....]	[2,164,000 00]	[86,560 00]	[86,560 00]
		250,000 00	250,000 00	12,500 00	12,575 00
		2,000,000 00	2,000,000 00	100,000 00	102,200 00
		500,000 00	500,000 00	25,000 00	25,000 00
3,154,000 00		50,959,200 00	57,304,700 00	2,627,048 00	1,934,620 00

4,7 Whereof charged to Construction: 4 \$30,627.57; 5 \$15,929.68; 6 \$49,111.98; 7 \$21,900.

8 Includes Metropolitan Elevated Ry. Co. First mortgage bond, \$1,000, not yet presented for redemption and no longer bearing interest.

9 Issued in part payment of dividends and retired at will of Company.

10 See note 12.

11 Held in Sinking Fund.

12 Exclusive of \$316,215,777.34, amount estimated as applicable to portions of lines in operation, of Rapid Transit Railroad bonds issued by the City of New York for rapid transit construction under Contracts Nos. 1, 2, 3 and 4. See Div. E of this table.

13 Of which \$5,500 is held by the Southern Boulevard, \$136,500 by the Union Railway and \$83,000 by the Third Avenue Bridge.

14 Beginning January 1, 1926, interest payable unconditionally at fixed annual rate of 4 per cent and not more than 1 per cent additional interest, if earned, as Board of Directors may declare. Due to insufficient earnings, no interest payments have been declared to date.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
MANHATTAN AND BRONX SURFACE —					
<i>Concluded</i>					
New York Railways.....	—	—	\$24,794,311 61	\$29,000 00	\$24,765,311 61
Sixth Avenue purchase mortgage gold bonds, 40-year 5's.....	A	Jan. 1, 1965	300,000 00	.....	300,000 00
Central Crostown purchase mortgage gold bonds, 15-year 6's.....	A	May 1, 1940	149,900 00	.....	149,900 00
Prior lien mortgage gold bonds, Series A, 40-year 6's.....	A	Jan. 1, 1965	3,658,939 61	29,000 00	3,629,939 61
Income gold bonds, 40-year 6's.....	D	Jan. 1, 1965	20,685,472 00	.....	20,685,472 00
South Ferry R. R., first mtge., 30-year 5's.....	I	April 1, 1919	[350,000 00]	.....	[350,000 00]
Broadway Surface R. R. first mtge., 40-year 5's.....	I	July 1, 1924	[1,500,000 00]	.....	[1,500,000 00]
Bleecker St. & Fulton Ferry:					
First mortgage, 50-year 4's.....	A	Jan. 1, 1950	700,000 00	.....	700,000 00
Broadway & Seventh Avenue:					
First consolidated mortgage, 50-year 5's...	A	Dec. 1, 1943	11,000,000 00	5,942,000 00	5,058,000 00
Thirty-fourth Street Crosstown:					
First mortgage, 100-year 5's.....	A	April 1, 1996	1,000,000 00	.....	1,000,000 00
Twenty-third Street.....	—	—	1,800,000 00	117,000 00	1,683,000 00
Improvement & refunding 50-year 5's.....	A	Jan. 1, 1962	1,500,000 00	117,000 00	1,383,000 00
Debentures, 5's.....	A	Jan. 1, 1965	150,000 00	.....	150,000 00
First mortgage, 6's.....	A	Jan. 1, 1965	150,000 00	.....	150,000 00
Total, New York Railways operation.....	—	—	39,294,311 61	6,088,000 00	33,206,311 61
New York & Harlem:					
Gold mortgage, 100-year 3½'s ⁴	A	May 1, 2000	(12,000,000 00)	.....	(12,000,000 00)
Total, Other Manhattan Companies	—	—	\$39,294,311 61	\$6,088,000 00	\$33,206,311 61
Total, Third Ave. Ry. System in City (brought forward from preceding page).....	—	—	57,304,700 00	3,191,500 00	54,113,200 00
Total, Manhattan and Bronx surface...	—	—	\$96,599,011 61	\$9,279,500 00	\$87,319,511 61

* The significance of the figures is indicated in the distribution of the grand total at the close of this division.

¹ The accumulated and unpaid interest, which has not been declared due and payable, amounts to \$1,241,128.32 for the year ended June 30, 1930 and \$6,826,205.76 from January 1, 1925.

² See note 4, Div. A of this table.

corporations), June 30, 1930: (C) Funded debt — Continued

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
[\$1,850,000 00]	—————	\$24,765,311 61	\$24,765,311 61	\$246,534 40	\$248,172 50
.....	—————	300,000 00	300,000 00	15,000 00	14,307 50
.....	—————	149,900 00	149,900 00	9,499 00	8,865 00
.....	—————	3,629,939 61	3,629,939 61	222,335 40	225,000 00
[350,000 00]	B'way & Seventh Ave.	20,685,472 00	20,685,472 00	(1)	(1)
			[350,000 00]	.....	.....
[1,500,000 00]	B'way & Seventh Ave.		[1,500,000 00]	.....	.....
.....	—————	700,000 00	700,000 00	28,000 00	28,000 00
.....	—————	5,058,000 00	5,058,000 00	2105,375 00	105,375 00
61,000 00	New York Railways.	939,000 00	21,000,000 00	50,000 00	50,000 00
300,000 00	—————	1,383,000 00	1,683,000 00	91,500 00	91,500 00
.....	—————	1,383,000 00	1,383,000 00	75,000 00	75,000 00
150,000 00	New York Railways.		150,000 00	7,500 00	7,500 00
150,000 00	New York Railways.		150,000 00	9,000 00	9,000 00
561,000 00	—————	\$2,845,311 61	\$3,206,311 61	521,709 40	523,047 50
.....	—————	(12,000,000 00)	(12,000,000 00)	420,000 00	420,000 00
\$361,000 00	—————	\$32,845,311 61	\$33,206,311 61	\$941,709 40	\$943,047 50
3,154,000 00	—————	50,959,200 00	57,304,700 00	2,627,048 00	1,934,620 00
\$3,515,000 00	—————	\$83,804,511 61	\$90,511,011 61	\$3,568,757 40	\$2,877,667 50

³ Represents interest for the five months ended November 30, 1929, the bonds being in default since December 1, 1929.

⁴ The entire funded debt of the New York & Harlem, \$12,000,000, is a mortgage on its steam road, leased to the New York Central; the full amount is therefore shown in parentheses and not included in the totals.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
BROOKLYN SURFACE					
Brooklyn & Queens Transit ¹	—	—	\$34,936,000 00	\$4,490,072 50	\$30,445,927 50
Brooklyn, Queens Co. & Sub. first mortgage, 47-year 5's.....	A	July 1, 1941	3,002,000 00	² 1,593,000 00	1,409,000 00
Brooklyn, Queens Co. & Sub. first consol. mortgage 47-year 5's.....	A	July 1, 1941	2,884,000 00	² 228,000 00	2,656,000 00
Coney Island & Brooklyn first consol. mortgage, 50-year 4's.....	A	July 1, 1948	2,000,000 00	² 98,000 00	1,902,000 00
Brooklyn City & Newtown consol. first mortgage, 50-year 5's.....	A	July 1, 1939	2,000,000 00	² 45,000 00	1,955,000 00
Nassau Electric first mortgage, 50-year 5's.....	A	April 1, 1944	660,000 00	.....	660,000 00
Nassau Electric first consol. mortgage 53-year 4's.....	A	Jan. 1, 1951	11,508,000 00	² 1,257,000 00	10,251,000 00
Atlantic Avenue improvement mortgage, 40-year 5's.....	A	Jan. 1, 1934	220,000 00	² 23,000 00	197,000 00
Atlantic Avenue general consol. mortgage, 40-year 5's.....	A	April 1, 1931	2,241,000 00	² 17,000 00	2,224,000 00
Brooklyn, Bath & West End general mortgage, 40-year 5's.....	A	Oct. 1, 1933	121,000 00	² 9,072 50	111,927 50
Brooklyn City first consol. mortgage, 50-year 5's.....	A	July 1, 1941	6,000,000 00	² 295,000 00	5,705,000 00
Brooklyn City refunding mortgage, 50-year 4's.....	A	Aug. 1, 1956	925,000 00	² 925,000 00	.....
Brooklyn & Queens Transit consolidated mortgage, 10-year 5's.....	A	Jan. 1, 1940	1,500,000 00	.....	1,500,000 00
Equipment Trust Gold Cts., Series A, 5%.....	E	Various	1,875,000 00	.....	1,875,000 00
South Brooklyn.....	—	—	[156,000 00]	.....	[156,000 00]
Real estate mortgage, 4½%.....	[I]	Feb. 20, 1920	[150,000 00]	.....	[150,000 00]
Prospect Park & Coney Island income 40-year 6's.....	[I]	May 1, 1920	[6,000 00]	.....	[6,000 00]
Dept. of Pl. & Str. (Williamsburg Bridge Line).....	—	—	664,120 30	.....	664,120 30
Corporate Stock ¹¹	G	(12)	145,579 25	.....	145,579 25
General Fund ¹¹	G	—	518,541 05	.....	518,541 05
Total.....	—	—	\$35,600,120 30	\$4,490,072 50	\$31,110,047 80

* The significance of the figures is indicated in the distribution of the grand total at the close of this division.

¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co., and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929. See abstract of Brooklyn & Queens Transit returns, page 341.

² These amounts represent bonds turned over to the Brooklyn & Queens Transit Corporation in accordance with Joint Agreement of Merger and Consolidation by the B.-M. T. Corporation and by the predecessor companies, with the exception of the following amounts which represent investment of Fund for Replacement of Equipment:

Brooklyn, Queens Co. & Sub. 1st Consolidated Mortgage.....	\$47,000
Brooklyn City & Newtown Consolidated 1st Mortgage.....	13,000
Nassau Electric 1st Consolidated Mortgage.....	51,000
Brooklyn City 1st Consolidated Mortgage.....	295,000

corporations), June 30, 1930: (C) Funded debt — Continued

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
		\$30,445,927 50	\$30,851,927 50	\$1,411,986 25	\$1,421,957 50
		1,409,000 00	1,409,000 00	70,450 00	110,375 00
		2,656,000 00	2,703,000 00	³ 144,200 00	146,375 00
		1,902,000 00	1,902,000 00	⁴ 80,000 00	79,940 00
		1,955,000 00	1,968,000 00	⁵ 100,000 00	99,800 00
		660,000 00	660,000 00	33,000 00	33,000 00
		10,251,000 00	10,302,000 00	⁶ 413,880 00	413,180 00
		197,000 00	197,000 00	⁷ 11,000 00	11,000 00
		2,224,000 00	2,224,000 00	⁸ 112,050 00	110,675 00
		111,927 50	111,927 50	^{9, 10} 6,000 00	5,850 00
		5,705,000 00	6,000,000 00	300,000 00	299,162 50
		1,500,000 00	1,500,000 00	37,500 00	
		1,875,000 00	1,875,000 00	103,906 25	112,600 00
		[156,000 00]	[156,000 00]	[6,750 00]	[6,750 00]
		[150,000 00]	[150,000 00]	[6,750 00]	[6,750 00]
		[6,000 00]	[6,000 00]		
		664,120 30	664,120 30	¹³ 7,278 96	(¹³)
		145,579 25	145,579 25	¹² 7,278 96	(¹³)
		518,541 05	518,541 05		
		\$31,110,047 80	\$31,516,047 80	\$1,419,265 21	\$1,421,957 50

^{3, 9} Of which the following amounts represent interest on certain reacquired bonds, charged to Interest Receivable: ³ \$9,050; ⁴ \$3,920; ⁵ \$1,600; ⁶ \$1,800; ⁷ \$1,150; ⁸ \$850; ⁹ \$450.

¹⁰ No interest is accrued or paid on scrip.

¹¹ Corporate Stock and General Fund are reported by the Department of Plant and Structures of the City of New York (operating Williamsburg Bridge Line) under Capital Stock.

¹² Of which \$96,660.93 was authorized July 16, 1920 and \$48,918.32, December 9, 1921.

¹³ Interest on Corporate Stock is not paid out of trolley earnings, but is reported (estimated at 5%) for comparison with other roads.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation ^a	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
QUEENS SURFACE					
New York & Queens County.....	—	—	\$3,486,827 28	\$2,186,827 28	\$1,300,000 00
Steinway Ry. Co., 30-year 6's ¹	[I]	July 1, 1922	[1,500,000 00]	.....	[1,500,000 00]
New York & Queens Co. consolidated mortgage, 50-year 4's.....	A	June 29, 1946	1,300,000 00	.....	1,300,000 00
New York & Queens Co. refunding first mortgage, 30-year 4's ²	A	Nov. 1, 1936	2,186,827 28	2,186,827 28	.....
Total	—	—	\$3,486,827 28	\$2,186,827 28	\$1,300,000 00
Total, street surface lines	—	—	\$135,685,959 19	\$15,956,399 78	\$119,729,559 41
Grand total³	—	—	\$584,302,459 19	\$107,490,553 76	\$476,811,905 43

RECAPITULATION, BY CLASS OF OBLIGATION, OF NET FUNDED DEBT OUTSTANDING

A. Mortgage bonds.....	\$386,940,267 11
B. Collateral trust bonds.....	(¹)
C. Plain bonds, debentures and notes.....	43,124,000 00
D. Income bonds.....	44,201,672 00
E. Equipment obligations.....	1,875,000 00
F. Real estate mortgages.....	.....
G. Corporate Stock of City of New York and General Fund.....	664,120 30
H. Miscellaneous obligations (bond certificates).....	6,846 02
Total unmatured funded debt	\$476,811,905 43
I. Matured funded debt unpaid held by system companies.....	⁴ 5,414,000 00
[I] Matured funded debt unpaid held by other than system companies.....	1,656,000 00

* The significance of the figures is indicated in the distribution of the grand total at the close of this division.

¹ Since May 10, 1922 the property covered by the Steinway Ry. Co. bonds has been operated independently by Receivers in behalf of the bondholders. The Receivers of the Steinway Rys. do not report the value of the property formerly operated by the New York & Queens County nor do they report the liability for the Steinway bonds. Interest on these bonds is accrued by neither the New York & Queens County nor the Steinway Rys., Receivers.

² None of the bonds has been issued for cash, but bonds to the amount of \$2,186,827.28 have been certified and delivered by the Trustee. Of this, \$2,086,827.28 have been issued by the Company as collateral security for loans made to it by the Interborough Rapid Transit Company, the proceeds of which have been expended for additional construction and equipment. The remaining \$100,000 of these bonds are in the treasury of the Company.

³ Exclusive of \$316,215,777.34, amount estimated as applicable to portions of lines in operation, of Rapid Transit Railroad bonds issued by the City of New York for rapid transit construction under Contracts Nos. 1, 2, 3 and 4. See Div. E. of this table.

⁴ Although there are various bonds for which there is collateral security in addition to real estate, there are none whose only security consists of miscellaneous investments placed in trust.

⁵ These items are included in Div. D of this table.

corporations), June 30, 1930: (C) Funded debt — Concluded

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
\$786,000 00	_____	\$514,000 00	\$1,300,000 00	\$52,000 00	.....
.....	_____	[1,500,000 00]	[1,500,000 00]	(1)	.....
786,000 00	Interborough Rapid Transit.	514,000 00	1,300,000 00	52,000 00	.....
.....	_____
\$786,000 00	_____	\$514,000 00	\$1,300,000 00	\$52,000 00	.....
\$4,301,000 00	_____	\$115,428,559 41	\$123,327,059 41	\$5,040,022 61	\$4,299,625 00
\$4,329,000 00	_____	\$472,482,905 43	\$509,347,405 43	\$24,764,032 23	\$24,013,120 47

RECONCILIATION WITH INTEREST ON FUNDED DEBT AS PER INCOME STATEMENT, TABLE XV, A.

Interest as per above (Table XX) \$24,764,032 23

Add:

Interest on New York Railways Bonds (not included in income statement by Company, but included in Table XV A, by Div. of Statistics and Accounts).....	\$1,241,128 32	
Interest on Interborough Rapid Transit Equipment Trust Certificates, Series C, paid off during year.....	11,400 00	
Interest on Coney Island & Brooklyn consol. mtge. bonds (underlying bonds of Brooklyn & Queens Transit) retired during year...	37,500 00	
Interest on bonds of Brooklyn Heights to date of satisfaction of mortgage.....	2,777 79	
Interest on bonds of Van Brunt St. & Erie Basin (discontinued operation).....	710 41	
		1,293,516 52
		<u>\$26,057,548 75</u>

Deduct:

Interest on funded debt charged to Construction:		
Interborough Rapid Transit.....	\$95,669 23	
New York Rapid Transit.....	21,900 00	
		117,569 23
Interest on certain reacquired bonds of Brooklyn & Queens Transit, charged to Interest Receivable.....		18,820 00
Interest on funded debt of companies operated by New York Railways under Operating Agreements included in Other Deductions (New York Railways) in Table XV, A:		
Bleecker St. & Fulton Ferry.....	\$28,000 00	
Broadway & Seventh Avenue.....	105,375 00	
34th Street Crosstown.....	50,000 00	
23d Street.....	91,500 00	
		274,875 00
Interest on bonds of Manhattan Railway included in Rent for Lease of Road and Equipment (I. R. T.—Manhattan Division) in Table XV, A.....	1,808,240 00	
		<u>2,219,504 23</u>
Interest as per Table XV, A.....		<u>\$23,838,044 52</u>

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
 (D) Certificates of indebtedness and other permanent debt¹ (unfunded in form) owing to system companies
 (The term controlling corporation includes also any intermediary corporation)

COMPANY AND DESCRIPTION OF DEBT	Creditor Company	Amount of debt, June 30, 1930	Increase or (D) decrease during year
MANHATTAN AND BRONX SURFACE Kingsbridge Railway:			
4% note.....	Third Avenue.....	\$2,248,792 70	
Construction advances.....	Third Avenue.....	13,722 49	
Total.....		2,262,515 19	
Belt Line:			
5% note.....	Third Avenue.....	73,091 53	
42d St., Manh. & St. N. Ave.:			
4% note.....	Third Avenue.....	6,391,967 44	
5% note.....	Third Avenue.....	23,185 54	
Second mtge. 6% income bonds (matured).....	Third Avenue.....	1,487,000 00	
Total.....		7,902,152 98	
New York City Interborough:			
5% note.....	Third Avenue.....	7,358 29	
First mtge. sinking fund 4% bonds (matured).....	Third Avenue.....	2,077,000 00	
Total.....	New York City Interborough..	2,87,000 00	
		2,171,558 29	
Southern Boulevard:			
4% note.....	Third Avenue.....	72,350 73	
5% note.....	Third Avenue.....	64,013 97	
4% note.....	Union.....	50,108 01	
Total.....		186,472 71	
Union:			
4% note.....	Third Avenue.....	4,715,064 39	
Bronx Traction:			
4% note.....	Union.....	181,638 17	
5% note.....	Third Avenue.....	131,067 61	
Construction advances.....	Union.....	812,410 02	\$46,878 60
Total.....		1,125,115 80	46,878 60
Westchester Electric:			
4% note.....	Third Avenue.....	1,307,221 82	
5% note.....	Third Avenue.....	153,536 36	
4% note.....	Union.....	491,402 99	
Total.....		1,952,161 17	
Third Ave. Ry. Sys. in City..		20,387,932 06	46,878 60
New York Railways:			
South Ferry R. R. first mortgage 5% bonds (matured).....	B'way & Seventh Avenue....	350,000 00	
Broadway Surface R. R. first mortgage 5% bonds (matured).....	B'way & Seventh Avenue....	1,500,000 00	
Total.....		1,850,000 00	
Total.....		\$22,237,932 06	\$46,878 60

¹ Includes notes, construction advances and matured funded debt held by system companies.

² Held in Sinking Fund.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
 (D) Certificates of indebtedness and other permanent debt¹ (unfunded in form) owing to system companies — Concluded
 (The term controlling corporation includes also any intermediary corporation)

COMPANY AND DESCRIPTION OF DEBT	Creditor Company	Amount of debt, June 30, 1930	Increase or (D) decrease during year
BROOKLYN SURFACE			
Brooklyn Heights: ²			
Certificates of Indebtedness, 6's.....	B.-M. T. Corp.....		³ D \$7,992,173 53
Bills payable (B. R. T. Co. "Equity") 6%.....	B.-M. T. Corp.....		³ D 3,380,476 79
Total.....			D 11,372,650 32
Brooklyn, Queens Co. & Sub.: ⁴			
Certificates of Indebtedness, 6's.....	B.-M. T. Corp.....		³ D 2,732,244 15
Bills payable, 6%.....	B.-M. T. Corp.....		³ D 1,237,990 24
Total.....			D 3,970,234 39
De Kalb Avenue & North Beach: ⁵			
Construction advances.....	Coney Island & Brooklyn.....		D 20,114 93
Nassau Electric: ⁴			
Certificates of Indebtedness, 6's.....	B.-M. T. Corp.....		³ D 5,577,874 60
Bills payable, 6%.....	B.-M. T. Corp.....		³ D 2,236,963 37
"Car Purchase Account," 6%.....	B.-M. T. Corp.....		D 83,553 00
Total.....			D 7,898,390 97
South Brooklyn:			
Certificates of Indebtedness, 6's.....	B.-M. T. Corp.....		D 2,036,186 45
Certificates of Indebtedness, 6's.....	Brooklyn & Queens Transit...	\$1,911,186 45	1,911,186 45
Total.....		1,911,186 45	D 125,000 00
Bush Terminal:			
Construction advances.....	Bush Terminal Co.....	336,045 00	
Total.....		\$2,247,231 45	D \$23,386,390 61
QUEENS SURFACE			
Manhattan & Queens:			
Judgment unpaid, 6%.....	Gas & Elec. Sec. Co.....	\$1,150,000 00	
Total.....		\$1,150,000 00	
RICHMOND SURFACE			
Southfield Beach:			
6% note.....	Richmond Railways, Inc.....	\$25,000 00	
Total.....		\$25,000 00	
Grand total.....		\$25,660,163 51	D \$23,339,512 01

¹ Includes notes, construction advances and matured funded debt held by system companies.

² Pursuant to order of U. S. District Court dated July 10, 1929, the assets were turned over to and liabilities were assumed by the B.-M. T. Corp.

³ Cancelled in accordance with Joint Agreement of Merger and Consolidation forming the Brooklyn & Queens Transit Corporation.

⁴ See note 6 on Division A of this table.

⁵ Company merged with Brooklyn & Queens Transit, effective November 12, 1929.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
(E) Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads ¹

CONTRACT AND ISSUE	Interest rate %	Amount of actual issue (par value) ²	Cash realized ³
Contract No. 1 (all lines in operation):			
Rapid Transit Railroad bonds (corp. st.).....	3	\$1,500,000 00	\$1,522,020 96
Rapid Transit Railroad bonds (corp. st.).....	3½	1,165,000 00	1,165,000 00
Rapid Transit Railroad bonds (corp. st.).....	3½	41,885,000 00	43,742,680 10
Rapid Transit Railroad bonds (corp. st.).....	4	1,506,417 83	1,509,666 89
Rapid Transit Railroad bonds (corp. st.).....	4½	4,696,464 23	4,751,399 00
Rapid Transit Railroad bonds (corp. st.).....	4½	1,845,349 54	1,901,431 30
Total.....	—	\$52,598,231 60	\$54,592,198 05
Portion on lines in operation.....	—	52,598,231 60	⁴ Est 54,488,668 11
Contract No. 2 (all lines in operation):			
Rapid Transit Railroad bonds (corp. st.).....	3½	\$1,000 00	\$1,000 00
Rapid Transit Railroad bonds (corp. st.).....	3½	1,815,000 00	1,832,499 74
Rapid Transit Railroad bonds (corp. st.).....	4	961,400 00	967,090 38
Rapid Transit Railroad bonds (corp. st.).....	4½	2,063,645 60	2,085,842 88
Rapid Transit Railroad bonds (corp. st.).....	4½	1,776,500 14	1,819,212 48
Total.....	—	\$6,617,545 74	\$6,705,645 48
Portion on lines in operation.....	—	6,617,545 74	⁴ Est 6,667,517 14
Contract No. 3:			
Rapid Transit Railroad bonds (corp. st.).....	4	\$2,175,557 35	\$2,189,025 35
Rapid Transit Railroad bonds (corp. st.).....	4½	47,786,068 21	48,516,892 58
Rapid Transit Railroad bonds (corp. st.).....	4½	53,605,785 77	54,565,060 48
Total.....	—	\$103,567,411 33	\$105,270,978 41
Portion on lines in operation.....	—	⁵ Est 100,000,000 00	⁴ Est 102,000,000 00
Contract No. 4:			
Rapid Transit Railroad bonds (corp. st.).....	4	\$12,511,513 59	\$12,636,612 94
Rapid Transit Railroad bonds (corp. st.).....	4½	76,380,821 96	77,516,744 07
Rapid Transit Railroad bonds (corp. st.).....	4½	79,102,221 82	80,757,050 88
Corporate Stock Notes.....	3	420,000 00	420,000 00
Corporate Stock Notes.....	3½	500,000 00	500,000 00
Corporate Stock Notes.....	4½	400,000 00	400,000 00
Total.....	—	\$169,314,557 37	\$172,230,407 89
Portion on lines in operation.....	—	⁵ Est 157,000,000 00	⁴ Est 160,000,000 00
Contracts Nos. 3 and 4:			
Rapid Transit Railroad bonds (corp. st.).....	4½	\$829,142 73	\$857,391 61
Portion on lines in operation.....	—	(⁶)	(⁶)
Total Rapid Transit Construction:			
Rapid Transit Railroad bonds (corp. st.).....	3	\$1,500,000 00	\$1,522,020 96
Rapid Transit Railroad bonds (corp. st.).....	3½	1,166,000 00	1,166,000 00
Rapid Transit Railroad bonds (corp. st.).....	3½	43,700,000 00	45,575,179 84
Rapid Transit Railroad bonds (corp. st.).....	4	17,154,888 77	17,302,395 36
Rapid Transit Railroad bonds (corp. st.).....	4½	130,927,000 00	132,870,878 53
Rapid Transit Railroad bonds (corp. st.).....	4½	137,159,000 00	139,900,146 75
Corporate Stock Notes.....	3	420,000 00	420,000 00
Corporate Stock Notes.....	3½	500,000 00	500,000 00
Corporate Stock Notes.....	4½	400,000 00	400,000 00
Grand total.....	—	\$332,926,888 77	\$339,656,621 44
Portion on lines in operation.....	—	⁵ Est 316,215,777 34	⁴ Est 323,156,185 25

NOTE.— The figures shown here were obtained from a statement furnished by the Auditor of Rapid Transit Costs of the Transit Commission.

¹ For Contracts Nos. 1, 2, 3 and 4 only. In addition there was issued for construction of new City Subway, as follows:

	Interest rate %	Amount of actual issue (par value)
Rapid Transit Railroad bonds (corp. st.).....	3 ½	\$52,000,000 00
Rapid Transit Railroad bonds (corp. st.).....	4	74,300,000 00
Rapid Transit Railroad bonds (corp. st.).....	4 ½	47,203,000 00
Rapid Transit Railroad bonds (corp. st.).....	5 ½	52,000,000 00
Corporate Stock Notes.....	3	10,180,000 00
Corporate Stock Notes.....	3 ½	18,500,000 00
Corporate Stock Notes.....	3 ¾	2,000,000 00
Corporate Stock Notes.....	4	7,350,000 00
Corporate Stock Notes.....	4 ½	20,630,000 00
Total.....	—	\$284,163,000 00

² Outstanding at June, 1930.

³ Represents total cash realized from sale of Corporate Stock and Corporate Stock Notes, irrespective of the use to which the premiums were put.

⁴ Estimated by the Auditor of Rapid Transit Costs of the Transit Commission as the amount expended on lines in operation June 30, 1930.

⁵ The amount of bond and stock issues applicable to portions of lines in operation under Contracts Nos. 3 and 4 has been estimated by the Division of Statistics on the basis of expenditures and cash realized.

⁶ Included in the amounts estimated under Contracts Nos. 3 and 4.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
(F) Capitalization affected by the issue and retirement of securities during year

COMPANY AND ISSUE	AMOUNT OF		Reason for issue or retirement
	Issue	Retirement	
CAPITAL STOCK ¹			
Brooklyn & Queens Transit:			Represents book equity at July 1, 1929 of 800,000 shares of no par value common stock at a stated book value of \$23.50 per share and of 283,250 shares of no par value preferred stock at a stated book value of \$100 per share, issued under Joint Agreement of Merger and Consolidation dated May 2, 1929 of the Brooklyn City Railroad Company, the Nassau Electric Railroad Company, the Coney Island & Brooklyn Railroad Company, the Brooklyn, Queens County & Suburban Railroad Company, and the Coney Island & Gravesend Railway Company in exchange for capital stocks of these companies together with certain other considerations. The merger was approved by the Transit Commission by Order dated June 7, 1929 in Case 2964. See page 341 for details.
Common stock.....	\$18,800,000 00		
Preferred stock.....	28,325,000 00		
Brooklyn, Queens Co. & Sub.		\$2,000,000 00	See statement above.
Coney Island & Brooklyn.....		2,983,900 00	
Coney Island & Gravesend.....		350,000 00	
Nassau Electric:			
Common stock.....		8,500,000 00	Stock wholly owned by B.-M. T. Corp., which under order of U. S. District Court for the Southern District of New York, dated July 10, 1929, took over certain assets and assumed certain liabilities.
Preferred stock.....		6,500,000 00	
Brooklyn City.....		16,000,000 00	Merged with Brooklyn & Queens Transit, which owned all the capital stock, effective November 12, 1929.
Brooklyn Heights.....		200,000 00	
De Kalb Avenue & North Beach.....		10,000 00	Discontinued operation November 13, 1929.
Manhattan Bridge Three Cent Line.....		450,000 00	Discontinued operation December 14, 1929.
Van Brunt St. & Erie Basin.....		200,000 00	Represents book equity of 20,000 shares of no par value stock issued in October 1929 to the Richmond Light & Railroad Co. in consideration for the transfer of its railroad properties to the Richmond Railways, Inc. The issue was approved by the Transit Commission by order dated May 22, 1929 in Case 2664. This amount was previously reported as "Subscriptions to Capital Stock."
Richmond Railways.....	5,309,468 52	5,309,468 52	

¹ The Second Avenue Railroad Corp. issued during the year 1,790 shares of no par value stock in exchange for Receiver's Certificates and 852 shares to the New York Railways Corp. in exchange for indebtedness of \$48,692.24, a total of 2,642 shares. Of the total of 34,000 shares authorized by the Commission in 1929, 31,622 shares had been issued at June 30, 1930.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
(F) Capitalization affected by the issue and retirement of securities during year — Continued

COMPANY AND ISSUE	AMOUNT OF		Reason for issue or retirement
	Issue	Retirement	
FUNDED DEBT			
Interborough Rapid Transit Company: 1			
First and refunding mtge., 53-year 5's.....		\$4,793,000 00	Deposited in Sinking Fund.
First and refunding mtge., 53-year 5's.....	\$667,000 00		Withdrawn from Special Trust and delivered to Guaranty Trust Co., Trustee, for payment into Sinking Fund.
First and refunding mtge., 53-year 5's....	574,000 00		Released by Trustee of 7% Notes for cash at 63 and deposited in Sinking Fund on July 1, 1929 and January 1, 1930
Ten-year secured convertible 7% gold notes.....		419,000 00	Purchased and retired.
Equipment Trust Certificates, Series C, 6%.....		570,000 00	Paid.
Manhattan Railway:			
Bond Certificates, 4's.....		4,675 00	Bond Ctls. amounting to \$4,675 were purchased during year and with \$325 Bond Ctls., previously acquired, were exchanged for \$5,000 Consol. mtge. 4's, which were held in the treasury.
Consolidated mtge., 100-year 4's.....	5,000 00	5,000 00	
New York Rapid Transit:			
N. Y. R. T. refunding mtge. S. F., Series A, 5's.....		739,000 00	Purchased for Sinking Fund.
N. Y. R. T. refunding mtge. S. F., Series B, 6's.....		122,000 00	Purchased for Sinking Fund.
Third Avenue:			
First refunding mtge., 50-year 4's.....		159,000 00	Purchased for Fund for Amortization of Debt Discount and Expense, Third Avenue 1st Ref. Mtge. 4's.
New York Railways:			
Central Crosstown purchase mtge. gold bonds, 15-year 6's.....		10,100 00	Purchased for Sinking Fund and cancelled.
Prior lien mtge. gold bonds, Series A, 40-year 6's.....		88,000 00	Reacquired and cancelled \$81,000; held \$7,000.
Twenty-third Street:			
Improvement and refunding 50-year 5's.....		15,000 00	Purchased for Sinking Fund.

¹ Pledged bonds amounting to \$125,000 were released and returned to the treasury.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1930:
(F) Capitalization affected by the issue and retirement of securities during year — Concluded

COMPANY AND ISSUE	AMOUNT OF		Reason for issue or retirement
	Issue	Retirement	
FUNDED DEBT — <i>Concluded</i>			
Brooklyn & Queens Transit:			Represent bonds turned over to the Brooklyn & Queens Transit Corporation in accordance with Joint Agreement of Merger and Consolidation by the B.-M. T. Corporation, with the exception of the following amounts which were purchased by the Brooklyn & Queens Transit during the year for investment of Fund for Replacement of Equipment: ¹ \$47,000; ² \$13,000; ³ \$51,000; ⁴ \$295,000.
Brooklyn, Queens Co. & Sub. 1st mtge., 47-year 5's.....		\$1,593,000 00	
Brooklyn, Queens Co. & Sub. 1st consol. mtge., 47-year 5's.....		¹ 228,000 00	
Coney Island & Brooklyn 1st consol. mtge., 50-year 4's.....		1,000 00	
Brooklyn City & Newtown consol. mtge., 50-year 5's.....		² 18,000 00	
Nassau Electric 1st consol. mtge., 53-year 4's.....		³ 96,000 00	
Atlantic Avenue improvement mtge., 40-year 5's.....		23,000 00	
Atlantic Avenue general consol. mtge., 40-year 5's.....		17,000 00	
Brooklyn, Bath & West End general mtge., 40-year 5's.....		9,000 00	
Brooklyn City refunding mortgage, 50-year 5's.....		⁴ 295,000 00	
Brooklyn City refunding mtge., 50-year 4's.....		525,000 00	
Coney Island & Brooklyn consol. mtge., 50-year 4's.....		2,232,000 00	Of the \$2,232,000 Coney Island & Brooklyn consol. mtge., 50-year 4's, \$1,500,000 were exchanged for Brooklyn & Queens Transit consol. mtge. 10-year 5's in accordance with Commission's order dated January 22, 1930 in Case 2987. The balance of \$732,000, representing bonds turned over to the Brooklyn & Queens Transit at the time of the merger by the B.-M. T. Corp. and predecessor companies, was cancelled.
Brooklyn & Queens Transit consol. mtge., 10-year 5's.....	\$1,500,000 00		
Equipment Trust gold cdfs., Series A, 5%..		375,000 00	Paid during year.
Brooklyn Heights:			
First mortgage, 50-year 5's.....		250,000 00	Mortgage satisfied Sept. 21, 1929. See page 352.
Dept. of Pl. & Str. (Williamsburg Bridge Line):			"Money used from various appropriations of regular departmental funds and chargeable against the railway operation."
General Fund.....	18,231 66		
Van Brunt St. & Erie Basin:			Discontinued operation on December 14, 1929.
First mortgage, 50-year 5's.....		31,000 00	

NOTE.— Matured funded debt was paid during the year as follows:

Coney Island & Brooklyn:	
Real estate mortgages (3 mortgages).....	\$151,200
South Brooklyn:	
Prospect Park & Coney Island income, 40-year 6's.....	1,600

STREET RAILWAY COMPANIES

Year ended June 30, 1930

CORPORATE ORGANIZATION, IMPORTANT CHANGES, ETC.

(Individual companies in alphabetical order)

TABULATIONS OF RETURNS

(A topical index of the tables appears on the next page; for complete list, see Table of Contents.)

STREET RAILWAY COMPANIES

Most of the statistical and accounting data included in the reports of the traction companies operating in New York City are contained in the tables listed below. The abstracts are concerned chiefly with changes during the year, and they are generally limited to the following headings, viz.,

Corporate organization
Intercorporate relationship
Important changes during the year
Fixed capital changes
Corporate surplus or deficit
Power bought, sold or exchanged
Officers and Directors

The arrangement of the tables in Chapter II according to topics is as follows:

Description of Road and Equipment

Track Mileage, Table I
Cars, Table II

Operating Statistics

Power Produced and Used, Table III
Car Movement, Table IV
Passenger Movement, Table V
Car and Passenger Movement by Months, Table VI
Car and Passenger Movement by Routes, Table VII
Operating Ratios, Table VIII
Casualties, Table IX
Accident and Damage Claims, Table X
Employees and Wages, Table XI

Income Statement

Income Account, Table XV
Operating Revenues, Table XII
Operating Expenses, Table XIII
Taxes, Table XIV
Damage Claims, Table X

Assets and Liabilities

Balance Sheets, Table XVI
Fixed Capital, Table XVII
Miscellaneous Investments, Table XVIII
Accrued Amortization of Capital, Table XIX
Securities, Table XX

NOTE REGARDING DEPRECIATION ACCOUNTS

The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation or credited if the actual amount expended for repairs exceeds the estimated deterioration. Three depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures," "Depreciation of Equipment," and "General Amortization"; amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve.

Under paragraph 30, where the term "amortize" is first used in the accounting order, there appears the following explanatory note:

"NOTE.—By 'amortization' of any charge or credit is meant its gradual extinction. The word is broader than the word 'depreciation,' since the latter is restricted ordinarily to tangible property. The word 'depreciation' also imports more of the idea of fluctuating value and is complicated somewhat with the question of cost of replacement at market prices. Because it is considered unnecessary in connection with the gradual consumption or expiration of life of capital to consider the question of cost of replacement until the replacement is actually made, at which time the cost of replacement is duly charged to the appropriate account, and because provision is necessary for the gradual extinction of certain charges (such as those for some kinds of capital, those for extraordinary casualties, for discount on debt, etc.), to which the term 'depreciation' does not well apply, it is considered advisable to use the term 'amortization' in connection with the extinction of such charges, and of certain corresponding credits, such as premiums on debt outstanding."

The text of the depreciation accounts is as follows:

(730.) DEPRECIATION OF WAY AND STRUCTURES.

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Way and Structures shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all way and structures of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Way and Structures" shall be debited and the reserve account "Accrued Amortization of Capital" shall be credited with an amount equal to the excess. If the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Way and Structures" credited with an amount equal to the excess. Where capital is substantially continuous, such as tracks, and can not be satisfactorily individualized, the capital shall be kept in efficient operating condition through repair, and the renewals and replacements of parts thereof shall be considered repairs. In the case of buildings, towers, bridges, trestles, and other separate structures capable of being readily individualized, charges to this account must be sufficient to provide (in respect of such capital) in the account "Accrued Amortization of Capital," by the time such structures go out of service a reserve equal to the original cost thereof, less salvage, to which account such original cost, less salvage, may be charged, except as provided in account (No. S 100) "Fixed Capital, December 31, 1908."

NOTE.—Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of revenue car miles. Whatever may be its basis, such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation, and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets 8½ x 11 inches or 9½ x 12 inches and shall be entitled "Rule of the [here naming the accounting corporation] concerning Depreciation of Way and Structures."

(Uniform System of Accounts of Street and Electric Railways, page 54.)

(760.) DEPRECIATION OF EQUIPMENT.

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Equipment shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all equipment of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Equipment" shall be debited and the reserve account "Accrued Amortization of Capital" credited with an amount equal to the excess; if the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Equipment" credited with an amount equal to the excess. The net amount charged (or credited) to this account for any month, and concurrently credited (or charged) to the reserve account "Accrued Amortization of Capital," must be sufficient, except as provided in the account (No. S 100) "Fixed Capital, December 31, 1908," to provide in that account, in respect of the several items, of equipment by the time such items go out of service, a reserve equal to the original cost thereof, less salvage. When any capital is retired from service, the amount (estimated if not known) originally charged to a capital account in respect thereof shall be credited to such capital account, and (except as provided in the account "Fixed Capital, December 31, 1908") the original money cost of such capital less salvage, if any, shall be charged to the account "Accrued Amortization of Capital," any necessary adjusting entry being made in the proper account under "Corporate Surplus or Deficit."

NOTE.—Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of revenue car miles. Whatever may be its basis, such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets $8\frac{1}{2} \times 11$ or $9\frac{1}{2} \times 12$ inches and shall be entitled "Rule of the [here naming the accounting corporation] concerning Depreciation of Equipment."

(Uniform System of Accounts of Street and Electric Railways, page 59.)

(842.) GENERAL AMORTIZATION.

Charge to this account at the close of each fiscal period and credit to the account "Accrued Amortization of Capital" such amount as is attributable to the period in respect of amortization of intangible capital not assignable to Maintenance of Way and Structures or to Maintenance of Equipment. This includes such matters as amortization of limited franchises, amortization of organization, etc., which shall be based on rule to be filed with Public Service Commission on or before July 1, 1909.

(Uniform System of accounts of Street and Electric Railways, page 68.)

(374.) ACCRUED AMORTIZATION OF CAPITAL.

Credit to this account such amounts as are charged from time to time to "Operating Expense," or other accounts to cover depreciation of way and structures, depreciation of equipment, and other amortization of capital. When any capital is retired from service, the original money cost thereof (estimated if not known, and where estimated, that fact and the facts upon which the basis is estimated shall be stated in the entry), less salvage, shall (except as provided in the account "Fixed Capital, December 31, 1908") be charged to this account. The amount originally entered or contained in the charges to any capital account in respect of such capital so going out of service shall be credited to such capital account, and any necessary adjusting entry made to the appropriate sub-account under the account "Corporate Surplus or Deficit."

(Uniform System of Accounts of Street and Electric Railways, page 31.)

NOTE REGARDING INVESTMENTS

Companies are required to classify Miscellaneous Investments as follows:

- (A) Free investments,
- (B) Sinking and other contractual fund investments,
- (C) Mortgaged or pledged investments, and
- (D) Other bound investments,

and under (B), (C), and (D), describe the sinking fund contract, mortgage, pledge or other thing out of which the lien or restriction in regard to the investment arises.

Companies are also required to follow each such description with a list of the investments subject to the lien or restriction, and under each such list (and under group A) classify the investments in the following order:

- (1) bonds of corporations independent of the respondent,
- (2) other funded debt of independent corporations,
- (3) stocks of independent corporations,
- (4) bonds of associated corporations,
- (5) other funded debt of associated corporations,
- (6) stocks of associated corporations,
- (7) advances to associated corporations,
- (8) land,
- (9) improvements on land,
- (10) securities of federal, state, territorial and other local governments, and
- (11) all other investments, stating them in detail.

Each security of any of the foregoing classes must be shown separately and its description must give (a) the name of the issuing company and the name of the security, (b) the nominal date of issue thereof (if the security is a bond or other evidence of indebtedness), (c) the date of maturity (if any), (d) the rate, and (e) the dates of maturity of interest or of contractual dividends (if any), (f) the par value of the amount held at the close of the year, (g) the date of acquisition by the respondent, (h) the actual money (or other) cost to the respondent, (i) the amount at which it is carried on the books of the respondent at the close of the year, (j) the income accrued therefrom during the year, and (k) the income therefrom actually received during the year. Each thing other than a security must be described with sufficient detail to identify it, and in connection therewith must be shown (g) the date of acquisition by the respondent, (h) the actual cost to the respondent, (i) the amount at which it is carried on the books of the respondent at the close of the year, (j) the income accrued therefrom to the respondent during the year, and (k) the income therefrom actually received during the year. *If any such security or other property was acquired for a consideration other than money, that fact must be stated and the actual consideration given for it must be shown.*

Re-acquired securities or any nominally issued securities or any loans and advances on open account, except in the case of those made to associated companies for construction purposes not includible in schedule Bills and Accounts Receivable from Associated Companies, are required to be excluded from the statement of miscellaneous investments.

By "associated companies," as the phrase is above used, are meant controlling, affiliated, and controlled or other subsidiary corporations of the respondent.

BELT LINE RAILWAY CORPORATION

Incorporated December 24, 1912 as successor to The Central Park, North and East River Railroad Company, which was incorporated July 19, 1860. The Third Avenue Railroad Company controls the respondent through ownership of the capital stock.

Important Changes during Year.—None. No new powers or franchises were acquired.

Fixed Capital Changes during Year.—Installation of air hoist at 54th Street car barn, \$3,804.36; purchase of Columbia air hoist and motor for operation of hoist, \$250; total, \$4,054.36.

Power Bought.—From Third Avenue Railway Company, 1,943,603 kw. hrs. D. C. at 1.46 cents per kw. hr., \$28,411.08, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$855,281 44
Net corporate loss for year.....	114,425 96
Total debits.....	\$969,707 40
Credits:	
Refund on State Gross Earning Tax for 1927..	\$2,175 11
Recovery from insurance company account of fire in 1929.....	1,893 72
	<hr/> 4,068 83
Deficit, June 30, 1930.....	<hr/> \$965,638 57 <hr/>

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, H. Palagano.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

THE BLEECKER STREET AND FULTON FERRY RAILROAD COMPANY

(OPERATED UNDER AGREEMENT)

Incorporated December 12, 1864. Leased to the Twenty-third Street Railway Company January 10, 1876 for 99 years. Through a number of transactions the lease passed to the New York Railways Company, which operated the property as lessee on a fixed rental basis until midnight of March 12, 1925. On March 13, 1925 the New York Railways Company, Receiver, agreed to operate the property for the account of this company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925, under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Surplus.—Credit balance at beginning of year and at June 30, 1930, \$98,821.88. This amount is exclusive of \$90,435.48, rental not paid by lessee ($1\frac{1}{2}$ per cent per annum on \$900,000 capital stock for period from July 1, 1918 to March 12, 1925), and \$3,719.35, allowance for corporate expenses (January 1, 1919 to March 12, 1925, at \$600 per annum), which amounts do not appear upon the company's books.

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, J. S. Dunham, G. V. Owen, C. A. Muth, C. H. Jewett, F. J. McGarey, J. A. Fowler, Jr.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

BRIDGE OPERATING COMPANY

(NOT OPERATED)

Incorporated July 29, 1904. Stock control is held jointly by the New York Railways Company and the Brooklyn Rapid Transit Company (now the Brooklyn-Manhattan Transit Corporation), each of which holds \$50,000.

[The company had permits for operation over the Williamsburg Bridge and such operation was carried on by the Brooklyn Heights Railroad Company as operating agent. The last permit having expired May 31, 1920, operation was carried on to December 1, 1923 under the name of the Williamsburg Bridge Line, in which the Bridge Operating Company had no interest. Since December 1, 1923 the operation of local cars over Williamsburg Bridge has been carried on by the Department of Plant and Structures of the City of New York.]

Important Changes during Year.—None.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$97,064 55	"Fixed Capital, December 31, 1908" ..	\$97,064 55	.....
	Current Assets:		
\$10,518 39	Cash	\$10,771 95	\$253 56
500 00	Special deposit	500 00	.....
93,149 51	Accounts receivable	104,829 51	11,680 00
\$104,167 90	Total current assets	\$116,101 46	\$11,933 56
\$201,232 45	Total Assets	\$213,166 01	\$11,933 56
	LIABILITIES AND CAPITAL		
\$100,000 00	Common Stock	\$100,000 00	.....
	Unfunded Debt:		
\$14,507 87	Judgments unpaid	\$15,265 87	\$758 00
7,494 13	Miscellaneous accounts payable	7,494 13	.....
\$22,002 00	Total unfunded debt	\$22,760 00	\$758 00
\$74,418 00	Reserve for Doubtful Accounts	\$86,098 00	\$11,680 00
\$4,812 45	Corporate Surplus	\$4,308 01	D \$504 44
\$201,232 45	Total Liabilities and Capital	\$213,166 01	\$11,933 56

Officers.—President, T. S. Williams; Vice-President, W. L. Pepperman; Assistant Treasurer, F. S. Richards; Auditor, F. Samuelson.

Directors.—G. D. Yeomans, W. L. Pepperman, F. T. Wood, Ralph Norton. Terms expired January 31, 1920, but no election of Directors has been held since.

Main Business Office.—123 West 146th Street, New York City.

Report verified by F. S. Richards, Assistant Treasurer, September 23, 1930.

¹ Includes \$8,500, representing 6 per cent on capital stock for the 17 months ended May 31, 1920 (payable to stockholders under agreement of June 21, 1907). This amount is not taken on the books of the company.

BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY

OPERATED UNDER AGREEMENT (IN RECEIVERSHIP)

Incorporated May 26, 1864. Leased to the Houston, West Street and Pavonia Ferry Railroad Company on May 13, 1890. On December 12, 1893, the lessee was consolidated with others to form the Metropolitan Street Railway Company, the latter being succeeded on January 1, 1912 by the New York Railways Company which operated this company's property (for which a Receiver was appointed on September 30, 1919) as lessee on a fixed rental basis until midnight of January 15, 1924. On January 16, 1924, the New York Railways Company, Receiver, agreed to operate the property for the account of this company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925, to July 1, 1925, when an agreement was drawn up.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925, under the Reorganization Plan.

Important Changes during Year.—Company gave demand note with interest, dated December 6, 1929, to New York Railways Corporation, \$225,000, as security for loan by that corporation to pay it \$225,000 on account of loss from operation during the calendar year 1929.

No new powers or franchises were acquired.

Corporate Surplus

Credit balance at beginning of year.....	1\$216,665 88
Elimination of liability to New York Railways Corp. for cash advanced to pay real estate tax for period May 1 to June 30, 1925, on property at Sixth and Seventh Avenues, 50th to 51st Streets.....	24,658 33
Miscellaneous adjustment	132 50
Total credits.....	\$241,456 71
Net corporate loss for year.....	239,205 28
Credit balance, June, 30, 1930.....	1\$2,251 43

Officers.—President and Receiver, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Counsel, Cotton, Franklin, Wright & Gordon.

Officers for Receiver.—Secretary, F. B. Gordon; Assistant Treasurer, J. S. Dunham; Auditor, G. V. Owen; General Counsel, Cotton, Franklin, Wright & Gordon.

Directors.—Frank Coenen, J. J. Heffernan, H. J. Sheeran, W. G. Strait, Roger H. Williams, Boykin C. Wright, William Greenough, William Carnegie Ewen, J. A. Fowler, Jr.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, Receiver, September 29, 1930.

¹ These amounts exclude \$1,110,403.23 rental not paid by lessee (10 per cent per annum on \$2,100,000 capital stock, from October 1, 1918, to January 15, 1924), which is not reflected on the books of the Company.

THE BRONX TRACTION COMPANY

(LESSOR)

Incorporated May 20, 1904 as a consolidation of the Suburban Traction Company, the West Farms & Westchester Traction Company, the Van Nest, West Farms & Westchester Traction Company, the Wakefield & Westchester Traction Company and the Williamsbridge & Westchester Traction Company, all of which were incorporated April 28, 1892. The Union Railway Company of New York City controls this company through ownership of its stock and operates its property under agreement dated November 2, 1904.

Important Changes during Year.—None.

Fixed Capital Changes during Year.—There was charged to Fixed Capital Installed since December 31, 1908, amounts for reconstruction on Tremont Avenue, from Morris Park Avenue to Westchester Avenue, as follows:

Grading	\$10,233 30
Track laying and surfacing.....	5,361 30
Paving	31,284 00
Total	<u>\$46,878 60</u>

Corporate Deficit.—Deficit at beginning of year \$112,099.63; net corporate loss for year, \$1,265.52; deficit, June 30, 1930, \$113,365.15.

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, A. Iselin, J. W. Platten, J. H. Seaman, L. F. Straus, S. W. Huff.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

THE BROOKLYN AND NORTH RIVER RAILROAD COMPANY

(NOT OPERATED)

Incorporated January 2, 1912. Discontinued operation October 5, 1919. The Company reports ownership of its capital stock by the following corporations: Brooklyn Heights Railroad Co., and Nassau Electric Railroad Co., 125 shares each; Coney Island & Brooklyn Railroad Co., New York Railways Co. and Third Avenue Railway Co., 250 shares each.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$125,815 67	Fixed Capital.....	\$125,815 67	.....
43,590 42	Less Accrued amortization of capital	47,555 98	\$3,965 56
\$82,225 25	Fixed capital—net investment....	\$78,259 69	D \$3,965 56
\$10,325 00	Miscellaneous Investments.....	\$10,325 00	.....
\$10,473 45	Current Assets:		
	Accounts receivable.....	\$10,473 45	.....
\$31,248 77	Suspense ¹	\$31,248 77	.....
\$134,272 47	Total Assets.....	\$130,306 91	D \$3,965 56
LIABILITIES AND CAPITAL			
\$100,000 00	Capital Stock.....	\$100,000 00	.....
\$10,108 44	Unfunded Debt:		
	Taxes accrued.....	\$10,108 44	.....
714,790 60	Working advances due associated companies.....	730,493 04	\$15,702 44
760 21	Miscellaneous accounts payable.....	760 21	.....
5 96	Due for wages and salaries....	5 96	.....
\$725,665 21	Total unfunded debt.....	\$741,367 65	\$15,702 44
\$2,065 43	Casualties Reserve.....	\$2,065 43	.....
D \$693,458 17	Corporate Surplus or (D) Deficit.	D \$713,126 17	D \$19,668 00
\$134,272 47	Total Liabilities and Capital....	\$130,306 91	D \$3,965 56

Officers.—President, S. W. Huff; Vice-President, A. B. Scoville; Secretary, F. B. Gordon; Treasurer, F. S. Richards; Auditor, G. V. Owen; General Attorney, J. L. Quackenbush.

Directors.—S. W. Huff, William Siebert, G. D. Yeomans, D. A. Marsh, Lincoln Van Cott, A. T. Davison, F. S. Richards, A. T. Brophy, F. B. Gordon, G. V. Owen, A. B. Scoville, R. M. Beckett.

Main Business Office.—123 West 146th Street, New York City.

Report verified by S. W. Huff, President, September 23, 1930.

¹Assets delivered to Third Avenue Ry. Co. under agreement and assignment dated September 27, 1928.

BROOKLYN AND QUEENS TRANSIT CORPORATION

On May 11, 1929, application was made to the Transit Commission by the following companies:

The Brooklyn City Railroad Company.

Nassau Electric Railroad Company.

The Coney Island & Brooklyn Railroad Company.

Brooklyn, Queens County & Suburban Railroad Company, and

Coney Island & Gravesend Railway Company.

for permission and approval of the merger and consolidation of their capital stocks, franchises and properties under the name and ownership of a new corporation to be known as Brooklyn and Queens Transit Corporation. The Commission by order dated June 7, 1929, in Case 2964 approved the application. The merger became effective as of July 1, 1929.

As of November 12, 1929 the DeKalb Avenue and North Beach Railroad Company (a lessor of the Coney Island & Brooklyn R. R. Co.) was merged into the new Corporation.

The capitalization of the consolidating companies at June 30, 1929, and of the new corporation as provided in the Agreement of Merger and Consolidation was as follows:

Capitalization of Consolidating Companies at June 30, 1929

	CAPITAL STOCK	Held by	
		B.-M. T. Corp.	Public
	Total		
Brooklyn City R. R. Co.....	\$16,000,000 00	.....	\$16,000,000 00
Nassau Electric R. R. Co.....	15,000,000 00	\$14,905,875 00	94,125 00
Coney Island & Brooklyn R. Co.....	2,983,900 00	2,926,000 00	57,900 00
Brooklyn, Queens Co. & Sub. R. R. Co.....	2,000,000 00	2,000,000 00	.....
Coney Island & Gravesend Ry. Co.	350,000 00	350,000 00	.....
Total	\$36,333,900 00	\$20,181,875 00	\$16,152,025 00
	FUNDED DEBT ¹		
Brooklyn City R. R. Co.:			
1st Consol. Mtge. 5's.....	² \$6,000,000 00	.....	² \$6,000,000 00
Ref. Mtge. 4's.....	525,000 00	\$525,000 00	.....
Equipment Trust Gold Cffs., 5%	2,250,000 00	.....	2,250,000 00
Nassau Electric R. R. Co.:			
1st Mtge. 5's.....	660,000 00	.....	660,000 00
1st Consol. Mtge. 4's.....	10,347,000 00	45,000 00	10,302,000 00
Atlantic Ave. Rd. Co. Gen. Consol. Mtge. 5's.....	2,241,000 00	17,000 00	2,224,000 00
Atlantic Ave. Rd. Co. Imp. Mtge. 5's.....	220,000 00	23,000 00	197,000 00
Brooklyn, Bath & West End R. R. Co. Gen. Mtge. 5's.....	120,927 50	9,000 00	111,927 50
Certificates of Indebtedness. Coney Island & Brooklyn R. Co.:	5,577,874 60	5,577,874 60	.....
1st Consol. Mtge. 4's.....	1,903,000 00	1,000 00	1,902,000 00
Consol. Mtge. 4's.....	2,125,000 00	625,000 00	1,500,000 00
Brooklyn City & Newtown Consol. Mtge. 5's.....	1,973,000 00	5,000 00	1,968,000 00
Real Estate Mortgages.....	151,200 00	151,200 00	.....
Brooklyn, Queens Co. & Sub. R. R. Co.:			
1st Mtge. 5's.....	3,002,000 00	1,593,000 00	1,409,000 00
1st Consol. Mtge. 5's.....	2,884,000 00	181,000 00	2,703,000 00
Certificates of Indebtedness. Coney Island & Gravesend Ry. Co. ¹	2,732,244 15	2,732,244 15	.....
Total	\$42,712,246 25	\$11,485,318 75	\$31,226,927 50
Total, Stock and Funded Debt	\$79,046,146 25	\$31,667,193 75	\$47,378,952 50

¹After giving effect to the transfer by the Coney Island & Gravesend Railway Company of \$2,637,000 par value of Coney Island & Brooklyn Railroad Company stock to the B.-M. T. Corp. upon surrender and cancellation by the B.-M. T. Corp. of \$2,637,000 Certificates of Indebtedness of Coney Island & Gravesend Railway Co. in accordance with Commission's Order dated May 9, 1929, in Case 2963.

²Includes \$295,000 Brooklyn City 1st Consol. Mtge. 5's, representing investment of Fund for Replacement of Equipment.

Brooklyn and Queens Transit Corporation
Capitalization of New Company at July 1, 1929

CAPITAL STOCK (NO PAR VALUE)

ISSUED	NUMBER OF SHARES		PROBABLE BOOK EQUITY ¹	
	Preferred ¹	Common	Preferred	Common
To stockholders of Brooklyn City R. R. Co. (in exchange for 1,600,000 shares).....	160,000	400,000	\$16,000,000	\$9,400,000 00
To stockholders of Nassau Electric R. R. Co. (in exchange for 941½ shares not owned by B.-M.T.).....	.....	1,882½	.....	44,238 75
To stockholders of Coney Island & Brooklyn R. R. Co. (in exchange for 579 shares not owned by B.-M.T.).....	579	1,158	57,900	27,213 00
Total to be issued to Public.....	160,579	403,040½	\$16,057,900	\$9,471,451 75
To B.-M.T. Corporation (in exchange for its holdings of stock and funded debt as shown in preceding tabulation together with certain other considerations).....	122,671	396,959½	12,267,100	9,328,548 25
Total to be immediately issued...	283,250	800,000	\$28,325,000	\$18,800,000 00
Reserved for corporate purposes.....	.....	20,000		
Grand total.....	283,250	820,000		

FUNDED DEBT

(Outstanding in Hands of Public)

Brooklyn City, 1st Consol. Mtge., 5's.....	\$6,000,000 00
Nassau Electric, 1st Mtge., 5's.....	660,000 00
Nassau Electric, 1st Consol. Mtge., 4's.....	10,302,000 00
Atlantic Avenue Rd. Co., Gen'l Consol. Mtge., 5's.....	2,224,000 00
Atlantic Avenue Rd. Co., Improvement Mtge., 5's.....	197,000 00
Brooklyn, Bath & West End Rd. Co., Gen'l Mtge., 5's.....	111,927 50
Coney Island & Brooklyn, 1st Consol. Mtge., 4's.....	1,902,000 00
Coney Island & Brooklyn, Consol. Mtge., 4's.....	1,500,000 00
Brooklyn City & Newton, Consol. 1st Mtge., 5's.....	1,968,000 00
Brooklyn, Queens Co. & Sub., 1st Mtge., 5's.....	1,409,000 00
Brooklyn, Queens Co. & Sub., 1st Consol. Mtge., 5's.....	2,703,000 00
Equipment Trust Gold Certificates, 5%.....	2,250,000 00
Total	\$31,226,927 50

As part consideration for the issuance of shares of stock of the New Company to it, the B.-M. T. Corporation agreed to:

(1) Surrender and cancel amounts due it from the consolidating companies amounting to \$9,882,929.01 at December 31, 1928 and surrender its claim of \$13,000,000 against the Brooklyn City Railroad Company on account of the latter company's lease with the Brooklyn Heights Railroad Company;

(2) Assign and transfer to the New Company the entire capital stock (par value \$500,000) of the South Brooklyn Railway Company and surrender and cancel certificates of indebtedness, bills payable and accounts payable of the South Brooklyn Railway Company amounting at December 31, 1928, to \$2,205,008.44 with accrued interest thereon;

(3) Transfer certain properties and facilities owned by it and cause the Coney Island & Brooklyn Terminal Company to transfer certain parcels of real estate to the New Company.

¹ Under the terms of the Agreement of Merger and Consolidation, the preferred stockholders are entitled to dividends at the rate of \$4 per share in the first year, \$5 per share in the second year and \$6 thereafter.

² Preferred, \$100 per share; Common, \$23.50 per share.

Brooklyn and Queens Transit Corporation

Development of Corporate Surplus as at July 1, 1929

At July 1, 1929, the Corporate Surplus reported by the Brooklyn and Queens Transit Corporation was \$1,465,572.36, which was derived as follows:

CONSTITUENT COMPANIES	Surplus or (D) Deficit June 30, 1929	Forgiven Maintenance, Power and Interest over sixty days	Surplus after Adjustment for Forgiveness
Brooklyn City R. R. Co.....	¹ \$4,487,249 79	.....	\$4,487,249 79
Nassau Electric R. R. Co....	D 4,076,688 82	\$1,998,809 47	D 2,077,879 35
Coney Island & Brooklyn R. R. Co.	1,220,684 68	20,537 73	1,241,222 41
Brooklyn, Queens County & Suburban R. R. Co.....	D 2,978,049 74	1,342,371 56	D 1,635,678 18
Coney Island & Gravesend Ry. Co.	D 1,306,387 56	757,045 25	D 549,342 31
Total	<u>D \$2,653,191 65</u>	<u>\$4,118,764 01</u>	<u>\$1,465,572 36</u>

¹ In addition, the Brooklyn City reported at June 30, 1929, Special Surplus, \$272,605.24 and Capital Expenditures from Surplus, \$888,000.

Summary Showing Fixed Capital of Consolidating Companies at June 30, 1929, Fixed Capital Conveyed by B.-M. T. Corp. and Total Fixed Capital as Reported by Respondent as of July 1, 1929.

ACCOUNTS	FIXED CAPITAL OF CONSOLIDATING COMPANIES AT JUNE 30, 1929					Conveyed by B.-M. T. Corp. as per Agreement of Merger	Total	Total Fixed Capital as reported by Brooklyn & Queens Transit at July 1, 1929
	Brooklyn City	Nassau Electric	Coney Island & Brooklyn	Brooklyn, Queens Co. & Sub.	Coney Island & Gravesend			
Fixed Capital Installed since December 31, 1908:								
Right of way.....	\$375 83	\$166,671 57	\$43,506 10	\$60 50	\$53 65	.....	\$210,667 65	\$210,667 65
Other street railway land.....	2 Cr 866,665 51	86,707 72	145,101 64	104,826 15	.....	.....	Cr 530,030 00	Cr 427,339 44
Grading.....	5,223 42	11,773 20	51,123 75	13,534 48	364 60	.....	81,819 45	81,819 45
Ballast.....	1,112 95	2,778 51	31,374 28	291 51	476 23	.....	36,033 48	36,033 48
Ties.....	102,067 36	146,950 92	65,101 57	66,309 78	5,583 59	.....	386,013 22	386,013 22
Rails, rail fastenings and joints.....	229,318 43	370,016 14	179,796 95	218,562 19	11,389 69	.....	1,009,083 40	1,009,083 40
Special work.....	9,383 09	101,368 42	37,843 84	27,150 85	3,223 24	.....	178,969 44	178,969 44
Track laying and surfacing.....	109,316 49	394,764 77	219,503 35	181,493 49	18,388 07	.....	923,466 17	923,466 17
Paving.....	756,451 12	881,603 52	225,760 79	507,082 91	21,113 16	.....	2,392,011 50	2,392,011 50
Roadway tools.....	13,688 74	7,331 23	22,850 41	479 86	78 35	66,301 10	44,428 59	110,729 69
Bridges, trestles and culverts.....	1,364 22	2,049 74	.....	213 35	.....	.....	3,627 31	3,627 31
Crossings, fences and signs.....	.....	1,323 81	704 16	313 49	.....	.....	2,341 46	2,341 46
Interlocking and other sig- nal apparatus.....	273 87	9,521 45	933 64	3,117 43	.....	.....	13,846 39	13,846 39
Telephone and telegraph lines.....	.....	76 05	2,272 42	.....	.....	.....	2,348 47	2,348 47
Poles and fixtures.....	1,297 74	21,532 70	14,503 43	21,206 01	2,665 11	.....	61,204 99	61,204 99
Underground conduits.....	582 22	18,999 60	7,769 95	1,271 81	.....	5,498 53	28,623 58	29,122 11
Transmission system.....	10,033 05	4,973 93	4,973 93	138,775 73	.....	.....	153,782 71	153,782 71
Distribution system.....	2 Cr 11,768 92	170,548 57	70,953 92	61,486 07	9,877 46	.....	301,097 10	300,598 57
Power plant buildings.....	.....	247 39	20,345 48	.....	.....	.....	20,592 87	20,592 87
Sub-station buildings.....	.....	.....	6,245 03	.....	.....	.....	6,245 03	6,245 03
Gen. office bldgs. & fixtures.....	2 Cr 600,000 00	3,558 70	49,207 13	.....	.....	496 50	Cr 547,134 17	Cr 546,637 67
Shops and car houses.....	34,123 22	187,254 83	921,002 86	54,030 10	.....	.....	1,196,411 01	1,196,411 01
Stations, waiting rooms and miscellaneous buildings.....	6,297 78	94,613 84	119,751 43	34,443 71	.....	.....	255,106 76	442,971 68
Dock and wharves.....	.....	.....	20,813 58	800 00	.....	.....	20,813 58	20,813 58
Park and resort properties.....	.....	.....	.....	.....	.....	.....	.....	.....
Furnaces, boilers and acces- sories.....	.....	.....	44,460 54	.....	.....	.....	44,460 54	44,460 54
Steam engines.....	.....	.....	1,711 04	.....	.....	.....	1,711 04	1,711 04
Power plant electric equip. Misc. power plant equip.....	.....	.....	15,946 90	.....	.....	.....	15,946 90	15,946 90
Sub-station equipment.....	1,039 89	807 76	3,969 14	.....	.....	.....	1,697 67	1,697 67
Shop equipment.....	140,672 49	15,899 85	237,662 71	8,831 83	.....	.....	5,816 79	5,816 79
Revenue cars.....	2,732,404 76	2,159,221 28	366,241 49	558,792 67	5,562 61	.....	403,066 88	414,630 24
Trust Equipment Purchase — 355 Cars.....	4,989,190 04	.....	.....	.....	.....	2,222,047 60	8,044,770 41	8,044,770 41
Electric equipment of cars.....	1,827,428 00	865,944 60	65,281 71	204,216 67	.....	.....	4,989,190 04	4,989,190 04
Other rail equipment.....	39,117 09	34,855 27	37,265 84	7,961 97	.....	.....	2,962,870 98	3,918,647 85
Miscellaneous equipment.....	172,706 79	8,591 97	27,451 92	.....	.....	.....	119,200 17	32,988 77
Law exp. during const.....	.....	.....	32,300 76	.....	.....	.....	288,750 68	290,851 96
Injuries during construction.....	.....	2,820 98	18,938 80	.....	.....	.....	32,300 76	32,300 76
.....	.....	.....	.....	.....	.....	.....	21,759 78	21,759 78

Taxes during construction..	1,716	4,734 24	6,450 95
Misc. construction expen..	162 0	22,751 00	22,913 00
Furniture suspense.....	318,199 52	.....	18,199 52
Undistributed.....	629,315,806 28	.....	29,315,806 28
Total.....	\$39,029,006 91	\$5,780,346 15	\$3,137,119 16
"Fix. Capital, Dec. 31, 1908:"			
Engineering and superintendence.....	\$692 66	\$46,633 60	\$290 02
Right of way.....	19,384 83	256,953 52	462 00
Real estate used in operation of road.....	36,590 55	16,402 28	.....
Track and roadway construction.....	2,045,035 96	2,884,065 49	823,244 39
Electric line construction.....	70,513 53	430,970 01	531,613 66
Buildings and fixtures used in operation of road.....	246,387 59	1,269,048 67	121,137 89
Power plant equipment.....	267,216 27	615,125 68	.....
Shop tools and machinery.....	1,542 04	561 53	35,607 60
Cars.....	550,922 67	951,407 74	332,720 76
Electric equipment of cars.....	937,870 25	412,795 76	740,413 59
Miscellaneous equipment.....	8,064 02	94,395 05	.....
Organization.....	93,271 05	7,662 47	2,108 26
Interest and discount.....	24,040 08	162,620 09	55,090 97
Miscellaneous.....	7,103 59	2,482 59	17,167 57
Cost of road and equipment "1".....	26,448,232 39	.....	6,990,527 43
Total.....	\$30,756,867 48	\$7,161,124 48	\$9,719,555 06
Grand total.....	\$39,029,006 91	\$36,537,213 63	\$10,298,243 64

1 As reported; distribution by accounts not available.

2 All retirements subsequent to April 1, 1924 have been credited to Fixed Capital Installed since Dec. 31, 1908. This accounts for the credit balance in this account.

3 Carried in Suspense at June 30, 1929.

4 See note 6.

5 Represents adjustment between accounts.

6 The amount carried as Undistributed, \$29,315,806.28, is made up as follows:

Balance at April 1, 1924 of Brooklyn City, "Fix. Cap., Dec. 31, 1908:"	
Track and roadway construction.....	
Electric line construction.....	
Buildings, fixtures and real estate used in operation of road.....	\$8,362,377 63
Power plant equipment.....	
Shop tools and machinery.....	5,863,305 43
Cars and electric equipment of cars.....	
Miscellaneous equipment.....	4,729,316 94
Construction items under agreement of Oct. 23, 1913, between Brooklyn Heights, lessee, and Brooklyn City lessor.....	858,000 00
Less Amount received from sale of Real Estate.....	\$19,813,000 00
Net balance at April 1, 1924 of "Fixed Capital, December 31, 1908".....	278,066 18
Add Adjustment in Capital Account made by Brooklyn City R. R. Co. to reflect what they claim is a "conservative estimate of the value of the property" at April 1, 1924.....	\$19,534,933 82
Total Undistributed.....	9,780,872 46
Retirements applicable to these accounts have been credited to Fixed Capital Installed since December 31, 1908; see note 2 above.	\$29,315,806 28

Brooklyn and Queens Transit Corporation

Important Changes during Year.—Changes in track mileage during the year were as follows:

	First track	Running track
Nostrand Ave., between Riders Lane and Ave. "U".....		0.185
Fulton St., between Court and Joralemon Sts.....		0.048
Stillwell Ave., between Ave. "Y" and Surf Ave.....	D 0.043	D 0.051
Rockwell Place, between DeKalb Ave. and Fulton Street	D 0.078	D 0.078
Flatbush Ave., near Empire Boulevard.....	0.026	D 0.117
Bedford Ave., between South 4th and South 6th Sts...	0.032	D 0.114
Greenpoint Ave., between Newtown Creek and Calvary Cemetery	D 0.190	D 0.380
65th Ave., between 2nd and 3rd Sts.....		D 0.141
25th St., between 3rd and 5th Aves.....	D 0.112	D 0.224
Myrtle Ave., at Scheutzen Park.....		D 0.138
Dry Harbor Road, Metropolitan Ave., north.....	D 0.201	D 0.201
Net decrease	D 0.566	D 1.211

The DeKalb Avenue and North Beach Railroad Company was merged into the Brooklyn & Queens Transit as of November 12, 1929.

The Company issued \$1,500,000 par value Brooklyn and Queens Transit Corporation 10-year Consolidated Mortgage 5% Bonds in lieu of Coney Island & Brooklyn Railroad Company Consolidated Mortgage 4% Bonds retired. This was approved by Transit Commission by order in Case 2987.

On January 15, 1930, Equipment Trust Certificates, \$375,000, were paid.

Changes in Miscellaneous Investments were as follows:

Acquired:	Par Value	Cost
Brooklyn & Queens Service Co., Inc.:		
Capital stock (800 shares).....	\$20,000 00	\$20,000 00
Car Purchase Warrants, 6%.....	1,313,000 00	1,313,000 00
Municipal securities.....	114,000 00	112,795 00
Net increase in securities in Fund for Replace- ment of Equipment.....	326,000 00	277,275 00
Disposed of:		
DeKalb Avenue & North Beach R. R. Co. ¹ :		
Capital stock (100 shares).....	10,000 00	10,000 00
Construction advances.....	20,114 93	20,114 93
South Brooklyn Railway Co.:		
Certificates of Indebtedness (payment on ac- count)	125,000 00	125,000 00
Federal and Municipal Securities.....	1,445,000 00	1,438,824 26
Bond and mortgages.....	237,000 00	237,000 00
Net decrease in Miscellaneous Invest- ments	D \$64,114 93	D \$107,869 19

No new powers or franchises were acquired.

Fixed Capital Changes during Year

	Installed	Retired
"Fixed Capital, December 31, 1908":		
Track and roadway construction.....		\$3,785 17
Electric line construction.....		170 89
Cars		2,083,427 70
Purchase of Road and Equipment.....		42,539 06
Total, "Fixed Capital, December 31, 1908"..		\$2,129,922 82

¹ Merged with Brooklyn & Queens Transit, effective November 12, 1929.

Brooklyn and Queens Transit Corporation
Fixed Capital Changes during Year—Concluded

Fixed Capital Installed since December 31, 1908:

Street railway franchises.....	\$39 13	.....
Right of way.....	16,559 69	.....
Other street railway land.....	267,109 48	.....
Grading	1,083 00	.....
Ballast	3,487 80	.....
Ties	5,245 27	\$778 47
Rails, rail fastenings and joints.....	29,585 75	3,291 00
Special work	38,094 42	6,122 13
Track laying and surfacing.....	41,207 97	5,056 29
Paving	52,917 17	4,616 81
Roadway tools.....	380 00	.....
Interlocking and other signal apparatus.....	.....	144 00
Telephone and telegraph lines.....	673 93	.....
Poles and fixtures.....	3,256 17	40 00
Transmission system .....	.....	130 17
Distribution system	22,011 68	16,063 89
General office buildings and fixtures.....	400 00	99 00
Shops and car houses.....	6,609 48	2,187 50
Stations, waiting rooms and miscellaneous buildings	1,389 25	.....
Sub-station equipment.....	824 57	.....
Shop equipment.....	1,069 30	.....
Revenue cars	36,324 46	606,570 46
Trust Equipment Purchase—335 cars.....	.....	1,652 96
Electric equipment of cars.....	146,345 51	72,831 00
Other rail equipment.....	8,818 37	.....
Miscellaneous equipment.....	3,770 27	11,780 75
Furniture suspense.....	.....	316 98

Total, Fixed Capital Installed since December 31, 1908.....	\$687,202 67	\$731,681 41
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Total, Fixed Capital Changes.....	\$687,202 67	\$2,861,604 23
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Expenditures for Principal Projects

Assessments account of opening, grading, paving, etc., various localities	\$24,174 76
Real estate acquired account of foreclosure of mortgage:	
Bedford Avenue, between Tilden Avenue and Beverly Road.....	220,482 82
West 7th Street, between Avenues R and S.....	37,643 53
Paving installed along rails in various localities.....	7,661 76
Purchase of 4 White buses.....	15,400 00
Exchange of 154 second hand motors for 770 old motors.....	116,103 51
Value of 40 Westinghouse motors, 3 Westinghouse armatures received account 152 old Westinghouse motors and 58 Westinghouse 81 motors.....	30,242 00
Purchase of 1 car, No. 5200.....	15,000 00
Purchase of 21 pr. telephone cables between Prospect Park station and Franklin Avenue Administration Building.....	673 93
Reinforcing Church Ave. feeders from Prospect Park Sub-station	7,180 77
Installation of 3-1,000,000 cm. wires on Fulton Street.....	6,473 94
Running 1-500,000 cm. wire from Halsey Street Sub-station to Rockaway Avenue.....	944 51
Installing additional feeder wire insulators, etc., on Empire Boulevard	672 69

Brooklyn and Queens Transit Corporation

Expenditures for Principal Projects—Continued

Installation of 7" 122# groove girder rail, etc., in place of other rail:	
Central Avenue, between Jefferson Street and Myrtle Avenue	\$628 50
Church Avenue, between Ralph Avenue and East 98th Street	1,732 46
Vanderbilt Avenue, between Park Plaza and Atlantic Avenue	2,712 42
Rogers Avenue, from St. Marks Avenue to Eastern Parkway	4,831 45
Coney Island Avenue, from Kings Highway to Avenue U..	2,510 81
9th Street, between Smith Street and Third Avenue.....	12,013 35
Troy Avenue, from Fulton to Bergen Streets.....	12,332 09
Central Avenue, at Halsey Street.....	610 20
Church Avenue, from East 94th to East 96th Streets.....	3,668 95
Coney Island Avenue, between Avenue U and Emmons Avenue	15,521 08
Halsey Street, from Irving to Wyckoff Avenues.....	5,285 63
Nostrand Avenue, between Avenue J and Kings Highway...	30,853 95
Clermont Avenue, from Flushing Avenue to Fresh Pond Road	8,215 02
Cortelyou Road, at East 21st Street.....	972 36
Fulton St., between Williams Place and Van Sinderen Ave..	1,534 67
Installation of 7" 105# groove girder rail, etc., in place of other rail in Bushwick Ave., from Troutman St. to Myrtle Ave.	2,051 07
Installing paving in 2 ft. strips along rails on:	
East 98th St., between Church and Hegeman Avenues.....	665 77
East 98th St., between Kings Highway and Ralph Ave....	996 03
Installation of 10 skylights and 3 ventilation type windows on Dean Street side of Bergen Street Depot and Shop...	4,510 00
Reconstruction of 4 cars.....	3,760 96
Installing 2 feed boilers in place of existing boiler at Franklin Avenue Depot	1,396 00
Installation of D. T. conn. curves in place of guard and groove girder rail:	
Broadway and Halsey Street.....	4,707 76
Bay Ridge Avenue and Fifth Avenue.....	5,630 61
Installing 16 pole base castings and 1 trolley on Flatbush Avenue between Lincoln Road and Clarkson Street.....	1,177 40
Installation of D. T. plain curves on concrete in place of curves on sand in:	
Prospect Park Plaza, north of Union Street.....	1,462 13
Prospect Park Plaza, at Vanderbilt Avenue.....	1,216 02
Installation of R. H. crossover in place of groove girder rail, etc., on Flatbush Avenue north of Nostrand Avenue.....	1,428 56
Installing S. T. crossing on concrete in Broadway at Lorimer Street	1,031 15
Installation of S. T. conn. curves in place of groove girder rail, etc., on:	
Adams Street and Willoughby Street.....	3,995 28
Jay Street and Willoughby Street.....	6,488 87
Installation of S. T. branchoff and S. T. conn. curves in place of groove girder rail, etc., on Myrtle Avenue and Washington Street.....	3,427 50
Installation of S. T. Y branchoff in place of groove girder rail, etc., in Adams Street and Myrtle Avenue.....	2,024 24
Installation of S. T. branchoff and plain curves in place of grove girder rail, etc., on Fulton Street, Joralemon Street to Court Square.....	5,662 52
Installation of D. T. conn. curves in place of groove girder rail, etc., on Atlantic Avenue and Court Street.....	11,042 57
Installation of D. T. right hand branchoff in place of groove girder rail, etc., in Atlantic Avenue and Boerum Place..	1,407 48

Brooklyn and Queens Transit Corporation
Expenditures for Principal Projects—Concluded

Installation of special work at Court St. and Atlantic Ave..	\$596 34
Wiring third track installed on Fulton Street, between Joralemon Street and Court Square.....	855 94
Extending westbound track in Nostrand Avenue from Ryder Lane to Avenue U.....	3,828 90
Purchase of 2½ ton truck.....	2,363 11
Purchase of 2 Ford Coupes.....	1,204 94
Installation of equipment of single truck Root Scraper car..	8,818 37
Installation of lighting equipment in passageways in terminal on Surf Avenue near Stillwell Avenue.....	654 13
Installation of loop track in Fresh Pond Rear Yard.....	1,385 33
Purchase of spare trucks.....	1,500 00
Installation of 8 new electric switching devices.....	673 44
Minor projects less than \$500.....	15,163 09
Total	\$687,202 67

Detail of Retirements

“Fixed Capital, December 31, 1908”:

Removal of R. H. branchoffs from various localities.....	\$3,785 17
Removal of lights, trolley poles, etc., from various localities	170 89
Disposal of 50 D. T. open cars, 13 D. T. closed cars, 124 trucks, 440 motors and 167 controllers.....	295,149 00
Disposal of 22 D. T. open cars, 44 trucks, 50 motors and 87 controllers	78,301 20
Exchange of 770 old motors for 154—514C motors.....	302,710 00
Disposal of miscellaneous parts of car.....	94 00
Disposal of 267 D. T. open cars, 2 D. T. semi-convertible cars, 1 S. T. sand car, 539 trucks and 544 controllers..	462,725 00
Disposal of 4 D. T. open cars, 214 D. T. semi-convertible cars, 613 trucks, 106 air brake equipments and 187 controllers	930,971 50
Disposal of 3 D. T. semi-convertible cars, 4 D. T. open cars, 8 trucks and 14 controllers.....	13,477 00
Removal of tram girder rail from:	
Central Avenue, Myrtle Avenue to Greene Avenue, and from Woodbine Street to Chauncey Street.....	42,045 32
Central Ave., between Greene Ave. and Woodbine St....	20,794 73
Removal of 14 wooden skylights from Bergen Street Depot and Shop	1,705 00
Removal of conn. curves, crossovers, trolley poles and wires, etc.	8,108 94
Transfer to Capital account of merger of DeKalb Avenue & North Beach Railroad Company with respondent.....	Cr 30,114 93
Total, “Fixed Capital, December 31, 1908”.....	\$2,129,922 82

Fixed Capital Installed since December 31, 1908:

Disposal of 2 Ford Coupes.....	\$1,308 51
Disposal of 1 Ford Sedan.....	731 49
Disposal of 1 Dodge Sedan.....	818 50
Sale of 2 Buick cars.....	3,108 72
Disposal of 1 Ford truck.....	2,000 00
Removal of 1 D. T. crossing from Central Ave. at Halsey St.	1,276 48
Disposal of 26 trucks and air brake equipment.....	13,303 96
Removal of 9 light span clusters from various localities..	123 00
Removal of girder rail, etc., from Rockwell Place, between DeKalb Avenue and Fulton Street.....	1,837 02
Sale of motion picture machine.....	525 28

Brooklyn and Queens Transit Corporation

Detail of Retirements—Concluded

Removal of 11,500 ft. feeder wire from Fulton Street, between Flatbush Avenue and Boerum Place.....	4,586 35
Disposal of 1 Gibbs Blower Kidder Press.....	3,210 00
Removal of trolley wire and D. T. span construction from Greenpoint Ave., between Bradley Ave. and Review Ave...	132 13
Removal of refrigerating plant from East New York Club House	2,062 50
Removal of branchoff from Third Avenue and 29th Street.	158 05
Removal of crossover from Reid and Gates Avenues.....	270 06
Removal of plain and conn. curves from Bedford Avenue, Broadway to South 4th Street.....	242 22
Removal of S. T. Y branchoff with crossing from Bedford Avenue, between Broadway and South 4th Street.....	2,603 30
Removal of feeder wire from Emmons Avenue, between Ocean Avenue and Bragg Street.....	2,671 63
Removal of miscellaneous parts from 3 cars.....	514 00
Removal of 20 single lights and 5—1 light fixtures from Kent Ave., between Broadway and South 6th St.....	125 00
Removal of cables from various localities.....	284 81
Removal of wire from Halsey Street, between Broadway and Central Avenue.....	423 75
Removal of cable from Kent Avenue, at South 2nd Street, and at Grand Avenue.....	4,133 52
Removal of feeder wire from Union St., between Driggs Avenue and South 4th Street.....	2,696 20
Removal of D. T. crossing from Gates and Central Avenues	505 05
Removal of copper wire, switch box, etc., at Metropolitan Avenue, between Union Avenue and Lorimer Street....	128 78
Removal of groove girder rail, etc., on Roebling Street, between Division and Lee Avenues.....	2,712 71
Removal of 9" 94# tram girder rail, etc., and special work from Greenpoint Avenue, between Review and Bradley Avenues	9,406 02
Removal of R. H. crossover from St. Johns Pl. at Buffalo Ave.	640 86
Removal of D. T. conn. curves from Broadway at Gates Avenue	1,054 70
Removal of trolley wire and D. T. span construction from Meserole Street at Graham Avenue.....	100 00
Disposal of 1 freight box car, 1 tower car, 3 gondola cars, 3 sprinkler cars, 1 flat car, 51 trucks, 224 air brake equipments and 8 controllers.....	39,842 00
Disposal of 5 D. T. closed cars, 2 D. T. semi-convertible cars, 1 supply car, 1 scrap metal car, 16 controllers, 9 trucks and 15 air brake equipments.....	14,840 00
Disposal of 160 D. T. open cars, 16 S. T. sand cars, 5 S. T. salt cars, 1 D. T. sprinkler car, 1 S. T. line car, 692 trucks, 690 controllers, 579 air brake equipments, 1 S. T. cupola car and 1 D. T. gondola car.....	610,901 50
Trust equipment purchase of 335 cars:	
Reduction of amount of interest during construction of 335 new cars by reason of interest received on Special Deposit during year.....	1,652 96
Furniture Suspense:	
Recovered account of sale of Dictaphone.....	316 98
Minor retirements less than \$100.....	433 37

Total, Fixed Capital Installed since December 31, 1908	\$731,681 41
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Total, Fixed Capital Retirements.....	\$2,861,604 23
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Brooklyn and Queens Transit Corporation

Power Bought and Sold

NAME OF COMPANY	Total number of kw. hrs. (D. C.)	Average price per kw. hr. (cents)	Amount credited to revenue	Amount debited or (Cr) credited to expenses
<i>Bought</i>				
Williamsburgh Power Plant Corp.	194,713,462	1.15186	.....	\$2,242,836 82
<i>Sold</i>				
Bush Terminal Co.	372,100	1.50000	\$5,581 50	.....
Bush Terminal Co.	(1)	(1)	2,752 55	.....
Van Brunt St. & Erie				
Basin R. R. Co.	(2)	(2)	1,984 96	.....
Jamaica Central Rys., Inc.	(3)	(3)	4,714 35	.....
Manhattan & Queens Trac- tion Corp.	(4)	(4)	954 10	.....
New York & Queens Co. Ry. Co.	(5)	(5)	1 00	.....
Third Avenue Ry. Co.	(5)	(5)	17 00	.....
Total			\$16,005 46	.....

Corporate Surplus

Credit balance at beginning of year (See analysis of this item, page 343	\$1,465,572 36
Net corporate income for year	2,499,191 10
Other credits:	
Transfer from Fidelity Bond premium account as of June 30, 1930	\$20,000 00
Excess of insurance collection over loss ac- count of fire	33 20
	20,033 20
Total credits	\$3,984,796 66
Dividends declared:	
\$4 per share on 283,250 shares of preferred stock	1,133,000 00
Credit balance, June 30, 1930	\$2,851,796 66

Officers.—President, W. S. Menden; Vice-Presidents, G. D. Yeomans, G. W. Jones and W. T. Rossell; Secretary and Treasurer, F. C. Marston; Assistant Secretaries and Assistant Treasurers, F. S. Richards and F. B. Stewart; Comptroller, James Addison; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Superintendent of Transportation, W. Seibert; Engineer of Way and Structures, H. J. Kolb; Superintendent of Equipment, W. G. Gove; Purchasing Agent, W. H. Gibson; Real Estate and Tax Agent, J. H. Bennington.

Directors.—Frank Bailey, Matthew C. Brush, Irving T. Bush, Daniel J. Creem, Gerhard M. Dahl, William N. Dykman, Charles Hayden, John V. Jewell, Edwin P. Maynard, William S. Menden, H. Hobart Porter, Chas. S. Sargent, Jr., Arthur S. Somers, Frederick Strauss, Albert H. Wiggin.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.
Report verified by W. S. Menden, President, September 29, 1930.

¹At contract rate of 10 cents per single freight car trip and 5 cents per single passenger car trip, for power supplied on tracks over Second Avenue, Brooklyn.

²At 4½ cents per car mile.

³At 10 cents per car mile.

⁴At 1 cent per car trip.

⁵Flat charge—not metered.

THE BROOKLYN CITY RAILROAD COMPANY

See Brooklyn & Queens Transit Corporation, page 341.

THE BROOKLYN HEIGHTS RAILROAD COMPANY

Pursuant to order of U. S. District Court dated July 10, 1929, certain assets were turned over to and certain liabilities assumed by the Brooklyn-Manhattan Transit Corporation.

BROOKLYN-MANHATTAN TRANSIT SYSTEM

The Brooklyn-Manhattan Transit Corporation is a business corporation and the holding company of the Brooklyn-Manhattan Transit System.

It has control, through stock ownership, of the New York Rapid Transit Corporation, Brooklyn & Queens Transit Corporation, South Brooklyn Railway Company, Williamsburgh Power Plant Corporation, Coney Island & Brooklyn Terminal Company, and Brooklyn Bus Corporation.

The Williamsburgh Power Plant Corporation furnishes power under agreement to the companies of the B.-M. T. System. The Brooklyn-Manhattan Transit System reports the two following schedules relative to power costs:

Maintenance and Operating Expenses for the Year Ended June 30, 1929 and 1930

	1930	1929	Increase or (D) decrease
Maintenance of Way and Structures:			
Telephone and telegraph repairs..	\$1,022 84	\$1,202 85	D \$180 01
Underground conduit repairs.....	17,269 32	17,277 94	D 8 62
Transmission system repairs.....	11,844 86	11,136 73	708 13
Distribution system repairs.....	38,114 60	57,859 82	D 19,745 22
Repairs of buildings and structures	98,147 15	72,390 90	25,756 25
Total	\$166,398 77	\$159,868 24	\$6,530 53
Maintenance of Equipment:			
Repairs of furnaces, boilers and accessories	\$240,479 78	\$223,053 13	\$17,426 65
Repairs of steam engines.....	146,710 00	109,228 95	37,481 05
Repairs of power plant electric equipment	25,014 89	43,693 97	D 18,679 08
Repairs of miscellaneous power plant equipment.....	10,984 80	14,636 83	D 3,652 03
Repairs of sub-station equipment.	52,110 51	46,026 29	6,084 22
Total	\$475,299 98	\$436,639 17	\$38,660 81
Power Supply:			
General expenses.....	\$85,547 38	\$80,815 93	\$4,731 45
Power plant labor.....	596,488 85	602,156 43	D 5,667 58
Sub-station labor.....	253,272 07	244,277 94	8,994 13
Fuel for power.....	2,248,900 54	2,213,759 53	35,141 01
Water for power.....	25,240 51	19,137 08	6,103 43
Lubricants for power.....	6,568 33	7,545 03	D 976 70
Miscellaneous power plant supplies and expenses.....	51,941 12	45,589 28	6,351 84
Sub-station supplies and expenses.	13,114 12	22,528 04	D 9,413 92
Total	\$3,281,072 92	\$3,235,809 26	\$45,263 66
Total manufacturing cost.....	\$3,922,771 67	\$3,832,316 67	\$90,455 00
Rent for manufacturing company's plant	2,119,807 53	2,073,552 41	46,255 12
Total	\$6,042,579 20	\$5,905,869 08	\$136,710 12

Power Cost of Brooklyn-Manhattan Transit System

	Power Cost
Direct labor, material, fuel, etc.....	\$3,922,771 67
Rent for manufacturing company's plant.....	2,119,807 53
Rent for railway company's plant.....	457,297 33
Total	\$6,499,876 53

Brooklyn-Manhattan Transit System*Distribution of Power Cost Among the Operating Companies*

	Total	New York Rapid Transit Corp.	Brooklyn & Queens Transit Corp.	South Brooklyn Ry. Co.
Kw. hours delivered.....	552,019,392	353,068,788	194,713,462	4,237,142
Gross cost.....	\$6,499,147 95	\$4,217,623 41	\$2,261,658 98	\$19,865 56
Rents for plants ¹	457,297 33	457,297 33	.....	.....
Net cost — amount assumed by each company.....	\$6,041,850 62	\$3,760,326 08	\$2,261,658 98	\$19,865 56

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY

See Brooklyn & Queens Transit Corporation, page 341.

BUSH TERMINAL RAILROAD COMPANY

Incorporated January 17, 1903. The Company is controlled by the Bush Terminal Company through ownership of stock acquired December 3, 1904.

Important Changes during Year.—None.

Fixed Capital Changes during Year.—Additions were made to other rail equipment, \$5,347.63.

Power Bought.—From Brooklyn & Queens Transit Corp., 372,100 kw. hrs. at 1.50 cents per kw. hr., \$5,581.50, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$1,271,864 91
Net corporate loss for year.....	63,130 17
Other deductions (net).....	618 20
Deficit, June 30, 1930.....	\$1,335,613 28

Officers.—President, Irving T. Bush; Vice-Presidents, R. G. Simonds and P. L. Gerhardt; Secretary, R. S. Williams; Treasurer and Auditor, John A. Heinrich; Assistant Treasurer, A. P. Timmerman.

Directors.—Irving T. Bush, R. G. Simonds, R. S. Williams, A. P. Timmerman, John A. Heinrich, W. L. Sturges, E. R. Henkel, P. L. Gerhardt, H. A. Holt.

Main Business Office.—100 Broad Street, New York City.

Report verified by John A. Heinrich, Treasurer, September 18, 1930.

THE CHRISTOPHER AND TENTH STREET RAILROAD COMPANY**OPERATED UNDER AGREEMENT**

Organized April 25, 1873. On April 26, 1890 the properties of this Company were leased to the Central Crosstown Railroad Company. The properties were operated on a fixed rental basis by the New York Railways Company as lessee of the Central Crosstown Railroad Company until May 31, 1924. On June 1, 1924 the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

¹ Credits for rentals are not distributed among the detail accounts, but are deducted from charges for power.

² Includes \$18,822.16, power used in shops and depots.

The Christopher and Tenth Street Railroad Company

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Surplus.—Credit balance at the beginning of the year and at June 30, 1930, \$3,711.32. This amount is exclusive of \$268,666.66 (8 per cent per annum upon the \$650,000 capital stock from April 1, 1919 to May 31, 1924) which amount does not appear upon the Company's books.

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, J. S. Dunham, G. V. Owen, C. A. Muth, H. J. Smith, J. T. McCarthy, C. H. Jewett, J. A. Fowler, Jr., F. J. McGarey, H. P. Huber, T. G. Walker.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

CITY OF NEW YORK, DEPARTMENT OF PLANT AND STRUCTURES**OPERATOR OF WILLIAMSBURG BRIDGE LOCAL TROLLEY SERVICE**

The City of New York, Department of Plant and Structures, began operation of the local trolley cars over Williamsburg Bridge on December 1, 1923, the Brooklyn-Manhattan Transit surface companies discontinuing their service at the same time.

Important Changes during Year.—There was appropriated during the year from general funds of the Department for expenditures properly chargeable against railroad operations, \$18,231.66.

Fixed Capital Changes during Year.—The account Revenue Cars was charged \$588.10 for cost (incomplete) of installing safety devices on cars, and credited \$4,372.37 for car transferred to Board of Transportation. Net decrease, \$3,784.27.

Company carries on the Balance Sheet as Construction in Progress, \$82,300, the estimated cost of rearranging trolley tracks on the Brooklyn Plaza and Manhattan Terminals of the Williamsburg Bridge.

Power Bought.—From Brooklyn Edison Co., 1,855,200 kw. hrs. A. C. at an average price of 1.310 cents per kw. hr., \$24,312.04, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$28,196 41
Net corporate income for year.....	49,452 32
Unredeemed tickets, 1924.....	400 00
Credit balance, June 30, 1930.....	<u>\$78,048 73</u>

Officers.—Commissioner of the Department of Plant and Structures, Albert Goldman; Engineer in Charge, J. Frank Johnson.

Main Business Office.—Room 1800, Municipal Building, New York City.

Report verified by Albert Goldman, Commissioner, September 26, 1930.

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY

See Brooklyn & Queens Transit Corporation, page 341.

CONEY ISLAND AND GRAVESEND RAILWAY COMPANY

See Brooklyn & Queens Transit Corporation, page 341.

DE KALB AVENUE AND NORTH BEACH RAILROAD COMPANY**LESSOR**

Incorporated June 24, 1897. The entire capital stock of the Company was acquired on March 19, 1910 by the Coney Island & Brooklyn Railroad Company, a subsidiary of the Brooklyn-Manhattan Transit Corporation and operator of the property. As of November 12, 1929, the Company was merged into the Brooklyn & Queens Transit Corporation.

THE DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY

Incorporated December 8, 1863. The respondent is controlled by the Third Avenue Railway Company through ownership of a majority of its capital stock.

Important Changes during Year.—Decrease of 0.004 miles of first track, 0.008 miles of running track, was due to the realignment of curves at Grand and Sullivan Streets.

Company purchased New York City 4¼% Corporate Stock, par value \$5,000, cost \$4,912.50, which was deposited with the State Industrial Commission.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Retirement of track at Grand and Sullivan Streets, credited to "Fixed Capital, December 31, 1908":

Grading	\$522 88
Rails	82 56
Special work	123 84
Underground construction	385 28
Track laying and surfacing.....	261 44
Paving	336 48

Total retirement	\$1,712 48
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Additions—Charged to Fixed Capital Installed Since Dec. 31, 1908:

Rails, rail fastenings and joints:

For reconstruction of tracks at Grand and Sullivan Streets, Thompson to Canal Streets.....	\$200 35
--	----------

Shops and car houses:

Installation of air hoist at Amsterdam Avenue Car house	1,091 15
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Revenue cars:

Adjustment of entry in 1929.....	1,390 47
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Total additions	\$2,681 97
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Net increase in Fixed Capital.....	\$969 49
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Power Bought.—From Third Avenue Ry. Co., 643,900 kw. hrs. A. C. at an average price of 1.24 cents per kw. hr., \$7,984.36; 3,726,201 kw. hrs. D. C. at an average price of 1.46 cents per kw. hr., \$54,447.50; total, 4,370,101 kw. hrs., \$62,431.86, charged to operating expenses.

The Dry Dock, East Broadway and Battery Railroad Company*Corporate Deficit*

Deficit at beginning of year.....	\$2,910,535 04
Net corporate loss for year.....	359,136 16
Retirement of Fixed Capital.....	1,712 48

Total debits \$3,271,383 68

Credits:

Refund of excess payment of State Gross	
Earnings Tax for 1927.....	\$3,475 07
Tort claims never presented for settlement...	243 50
Adjustment of overcharge in retirement of car	
in 1929	1,390 47
	<u>5,109 04</u>

Deficit, June 30, 1930..... \$3,266,274 64

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Treasurer, A. D. Sage; Assistant Secretary, C. P. Segard; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; Purchasing Agent, C. Witzel.

Directors.—W. C. Ewen, G. W. Davison, S. W. Huff, W. M. Flook, F. J. Fuller, J. W. Platten, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

EIGHTH AND NINTH AVENUES RAILWAY COMPANY

(OPERATED BY RECEIVER)

The Eighth Avenue Railroad Company (incorporated January 10, 1855) and The Ninth Avenue Railroad Company (incorporated July 29, 1859) were consolidated December 23, 1926 under the name of the Eighth and Ninth Avenues Railway Company. On May 5, 1927, Receivers were appointed.

Important Changes during Year.—The Company received payment on January 15, 1930 of the mortgage of the Milperl Corporation amounting to \$135,000. The Company also received payment of \$7,500 on account of mortgage of the New Colonial Ice Company. Net decrease in Miscellaneous Investments was \$142,500.

Payments of \$142,500 were made to reduce note of Anna W. Peter by \$5,000 and Mary L. Hayes by \$49,500, and to pay the notes of Estate of Sarah Williams, \$78,000 and Estate of Anna F. Wright, \$10,000.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Receiver retired 1 Ford Express auto, crediting Miscellaneous Equipment with \$100.

Corporation reports the following installations during the year:

General office building and fixtures:

Supplies for office.....	\$11 80
9 Glass window ventilators.....	61 25
	<u>\$73 05</u>

Shop equipment:

1 Wheel press and boring machine..... 1,823 03

Miscellaneous equipment:

1 Sand dryer	\$51 50
1 Auto—"bank wagon".....	1,096 05
	<u>1,147 55</u>

Total installed \$3,043 63

Eighth and Ninth Avenues Railway Company

Power Bought

NAME OF COMPANY	Number of kw. hrs. D. C.	Average price per kw. hr. (cents)	Total charged to operating expenses
New York Railways Corp.....	4,908,340	2.469	\$121,203 60
Interborough Rapid Transit Co....	1,482,343	2.588	38,380 82
Third Avenue Railway Co.....	151,189	3.176	4,802 76
Total	6,541,872	—	\$164,387 18

Corporate Deficit

Deficit at beginning of year.....	\$410,474 32
Debit balance of "Estate" income account for the year.....	47,407 60
Loss on auto retired.....	65 00
Adjustment of prior years.....	241 82
Total debits	\$458,188 74
Credits:	
Insurance recovered on car burned.....	\$1,601 92
Adjustments	52 95
	1,654 87
Deficit, June 30, 1930.....	\$456,533 87

Receiver's Deficit Account

Deficit at beginning of year.....	\$247,101 16
Net loss from operation during year.....	90,968 78
Adjustment of accounts of prior years.....	5,180 98
Total debits	\$343,250 92
Credit adjustments of prior years:	
Insurance premium dividend.....	\$7,973 55
Car license fees.....	1,334 00
Accounts receivable	6,316 07
	15,623 62
Deficit, June 30, 1930.....	\$327,627 30

Officers.—President, Joseph Tate; Vice-Presidents, William Henry Hays and Michel Kirtland; Secretary and Treasurer, James G. Affleck; Assistant Secretary, Assistant Treasurer and Auditor, William Affleck; Purchasing Agent, Reginald Lawrence.

Receiver, Michel Kirtland; Auditor for Receiver, William Affleck; Attorney for Receiver, O'Brien, Boardman, Conboy, Memhard & Early.

Directors.—James G. Affleck, James G. Affleck, Jr., William Affleck, William Henry Hays, Michel Kirtland, Joseph Tate, F. Biauchi Tompkins, Morgan J. O'Brien, Jr., William A. Sinclair.

Main Business Office.—250 West 57th Street, New York City.

Report verified by Michel Kirtland, Receiver, September 30, 1930.

THE FORTY-SECOND STREET AND GRAND STREET FERRY RAILROAD COMPANY

(OPERATED UNDER AGREEMENT)

Incorporated February 16, 1863. Leased April 6, 1893 to the Metropolitan Crosstown Railway Company. Operation was continued by the successor companies, the Metropolitan Street Railway Company and the New York Railways Company on a fixed rental basis until midnight of March 12, 1925. On March 13, 1925 the Receiver, New York Railways Company, agreed to operate the property for the account of this company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—Increase in Miscellaneous Investments was as follows:

	Par value	Cost
Acquired:		
Government securities	\$368,506 48	\$368,472 55
Railroad and public utility bonds.....	365,000 00	363,926 25
Miscellaneous bonds	10,000 00	10,000 00
Redeemed:		
Government securities	368,506 48	368,472 55
Net increase	<u>\$375,000 00</u>	<u>\$373,926 25</u>

Corporate Surplus

Credit balance at beginning of year.....	¹ \$623,746 88
Net corporate income for year.....	12,063 82
Profit on securities redeemed.....	33 93
Total credits	\$635,844 63
Adjustment of difference between book value and amount of award received from City of New York in Twelfth Avenue condemnation proceedings	19,851 00
Credit balance, June 30, 1930.....	<u>¹ \$615,993 63</u>

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, J. S. Dunham, G. V. Owen, C. A. Muth, J. A. Fowler, Jr., C. H. Jewett, F. J. McGarey.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

¹These amounts exclude rental not paid by lessee, \$823,403.23 (18 per cent per annum on \$748,000 capital stock, from February 1, 1919, to March 12, 1925) which amounts do not appear on the Company's books.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY

Incorporated August 29, 1878. The Third Avenue Railroad Company obtained control of the respondent in November, 1895 through ownership of stock, and passed the controlling interest to its successor, the Third Avenue Railway Company on January 1, 1912.

Important Changes during Year.—None. No new powers or franchises were acquired.

Fixed Capital Changes during Year

"Fixed Capital, December 31, 1908": Cars:	Installed	Retired
To write off car bodies—respondent owns no Rev. Equip. acquired prior to Dec. 31, 1908		\$95,710 62
Fixed Capital Installed since December 31, 1908:		
Rails, rail fastenings and joints:		
Reconstruction of track, 42d St., Lexington to Park Avenues.....	\$222 20	.....
Revenue cars:		
Converting cars for one-man treadle door operation on Broadway Line.....	3,143 92	\$359 48
Additional credit for car retired in 1929....	.....	931 00
Electric equipment of cars.....	80 32	.....
Total Fixed Cap. Installed since Dec. 31, 1908	\$3,446 44	\$1,290 48
Total Fixed Capital changes.....	\$3,446 44	\$97,001 10

Power Bought and Sold.—*Bought.*—From Third Avenue Ry. Co., 210,140 kw. hrs. A. C. at 1.24 cents per kw. hr., \$2,605.71; 10,749,811 kw. hrs. D. C. at 1.46 cents per kw. hr., \$158,788.27; Total, 10,959,951 kw. hrs., \$161,393.98, charged to Power purchased. *Sold.*—To Eighth & Ninth Aves. Ry. Co., 151,080 kw. hrs. D. C. at 2.57 cents per kw. hr., \$3,888.10, credited to Power purchased. *Net*, \$157,505.88, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$165,581 48
Net corporate loss for year.....	204,778 62
Retirement of Fixed Capital.....	96,641 62
Total debits	\$467,001 72
Credits:	
Refund of excess payment of State Gross Earning Tax for 1927.....	\$11,422 37
Proceeds from sale of scrap.....	4,065 80
To write off contract and tort claims assumed in 1912	907 70
To clear Reserve for Doubtful Accounts of amount credited in 1919.....	4,300 00
	20,695 87
Deficit, June 30, 1930.....	\$446,305 85

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, J. H. Seaman, J. W. Platten, A. Iselin, Jr., L. F. Straus, S. W. Huff.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

HUDSON AND MANHATTAN RAILROAD COMPANY

Incorporated under the general railroad laws of New York and New Jersey, December 6, 1906, as a consolidation of New York & New Jersey Railroad Company, Hudson & Manhattan Railroad Company (both of New York) and Hoboken & Manhattan Railroad Company (of New Jersey).

In addition to the railroad, the Company owns and operates the Hudson Terminal Buildings at 30 and 50 Church Street, New York City and other real estate, and controls the Tunnel Advertising Company through ownership of its capital stock.

At April 10, 1930, the twenty principal stockholders were:

	Shares of Stock	
	Common	Preferred
Arthur Brisbane	22,337	587
Jesup & Lamont.....	15,650	.....
Lee & Co.....	9,000	510
Hayden, Stone & Co.....	8,038	.....
Phoebe C. Brisbane.....	4,100	3,776
Kenneth Outwater	6,117	1,116
E. F. Hutton & Co.....	7,140	25
Maitland, Coppel & Co.....	6,782	195
Hearst Publications, Inc.....	5,300	.....
Bartlett, Morrow & Howard.....	5,000	.....
Mildred F. Devereux.....	4,090	320
Healy & Co.....	4,000	.....
Thomas J. Maloney.....	3,750	.....
Albert Wonham & Co.....	3,606	.....
Robert M. Lowitz.....	3,555	10
Blake Bros. (for account).....	2,530	940
Edward Mallinckrodt, Jr.....	2,904	259
Herzog & Glazier.....	2,100	1,000
Patrick Norton	3,000	.....
James C. & Frederick Ayer, Trustees.....	3,000	.....

Important Changes during Year.—Securities were acquired during the year for various Funds, as follows:

	Par Value	Cost
U. S. Government Securities:		
For % General Fund.....	¹ \$276,000 00	¹ \$276,987 19
For % Property Amortization Fund....	300,000 00	299,343 75
New York City Securities:		
For % General Fund.....	300,000 00	295,070 70
For % Property Amortization Fund....	250,000 00	246,656 39
For % Debt Discount Amortization Fund	50,000 00	50,726 09
Total	¹ \$1,176,000 00	¹ \$1,168,784 12

In October, 1929 the Company purchased for \$12,000 cash the plot of land on Railroad Avenue, South, which plot had been occupied by the Company for many years under lease from the Pennsylvania Railroad Co.

No new powers or franchises were acquired.

¹Includes securities transferred from the Insurance and Casualty to General Fund, par value, \$76,000; cost, \$77,424.69.

Hudson and Manhattan Railroad Company
BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$90,948,888 87.	Fixed Capital—Street Railway: "Fix. Cap., Dec. 31, 1908" Installed since Dec. 31, 1908:	\$90,833,272 87	D \$115,616 00
20,234,049 58	Owned	20,290,929 43	56,879 85
347,516 97	Leased ¹	333,992 00	D 13,524 97
	Fixed Capital—Other Depart- ments: ²		
9,948,360 00	"Fixed" Capital, Dec. 31, 1908"	10,063,976 00	115,616 00
2,864,105 96	Installed since Dec. 31, 1908	2,862,630 35	D 1,475 61
\$124,342,921 38	Fixed Capital—gross invest- ment	\$124,384,800 65	\$41,879 27
7,669,331 80	Less Accrued amortization of capital	8,138,918 29	469,586 49
\$116,673,589 58	Fixed Capital—net investment	\$116,245,882 36	D \$427,707 22
\$3,953,037 62	Miscellaneous Investments...	\$4,525,095 51	\$572,057 89
	Current Assets:		
\$918,193 33	Cash	\$881,386 27	D \$36,807 06
	Special Deposits:		
³ 5,409,914 50	Property Amor. Fund...	³ 5,885,898 13	475,983 63
⁴ 951,403 72	Debt Disc. Amor. Fund...	⁴ 1,031,637 98	80,234 26
580,000 00	Insurance and Casualty Fund	500,000 00	D 80,000 00
64,440 00	Coupon special deposits...	57,480 00	D 6,960 00
16,939 02	Other special deposits...	31,124 88	14,185 86
264,071 05	Accounts receivable....	316,840 68	52,769 63
77,942 01	Int. and div. receivable....	90,939 11	12,997 10
\$8,282,903 63	Total current assets...	\$8,795,307 05	\$512,403 42
342,823 39	Materials and Supplies.....	336,460 09	D 6,363 30
\$8,625,727 02	Total floating capital...	\$9,131,767 14	\$506,040 12
	Miscellaneous Temporary Debits:		
\$80,321 23	Prepayments	\$81,303 73	\$982 50
2,450,516 41	Unamortized debt discount and expense	2,370,282 15	D 80,234 26
29,888 63	Other suspense	99,262 06	69,373 43
\$2,560,726 27	Total deferred debit items	\$2,550,847 94	D \$9,878 33
\$131,813,080 49	Total Assets.....	\$132,453,592 95	\$640,512 46
	LIABILITIES AND CAPITAL		
	Gross Capitalization:		
\$45,249,950 00	Capital stock.....	\$45,249,950 00	.....
76,567,233 66	Funded debt.....	76,567,233 66	.....
\$121,817,183 66	Total capitalization....	\$121,817,183 66	.....
	Unfunded Debt:		
\$419,713 66	Taxes accrued.....	\$409,502 18	D \$10,211 48
243,818 18	Misc. accounts payable....	299,240 82	55,422 64
1,795,805 04	Int. accrued on funded debt	1,788,782 54	D 7,022 50
1,250 00	Other rent accrued.....	1,250 00	.....
28,159 19	Dividends declared.....	46,604 96	18,445 77
1,120 06	Due for wages and salaries.	1,065 47	D 54 59
11,211 24	Other unfunded debt.....	7,883 97	D 3,327 27
\$2,501,077 37	Total unfunded debt....	\$2,554,329 94	\$53,252 57
\$911,353 14	Reserves, including Suspense Credit Balances.....	\$845,779 30	D \$65,573 84
\$6,583,466 32	Corporate Surplus.....	\$7,236,300 05	\$652,833 73
\$131,813,080 49	Total Liabilities and Capital.	\$132,453,592 95	\$640,512 46

¹ Represents expenditures at Journal Square, Jersey City, on property owned by the Pennsylvania Railroad Company.

² Represents Fixed Capital of Hudson Terminal Buildings and other New York City real estate.

³ Includes reacquired First Lien and Refunding Mortgage bonds of respondent, par value, \$906,500.

⁴ Includes reacquired bonds (par value) of respondent, as follows: First Lien 5's, \$217,029.04; Income 5's, \$30,000.

Hudson and Manhattan Railroad Company

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital

ACCOUNTS	Additions during year	Withdrawn or retired during year	Balance at June 30, 1930
"Fixed Capital, Dec. 31, 1908":			
Street railway.....	¹ \$115,616 00	.....	\$90,833,272 87
Other departments.....	¹ Cr 115,616 00	.....	10,063,976 00
Total			<u>\$100,897,248 87</u>
Fixed Capital Installed since Dec. 31, 1908:			
Street railway owned:			
Right of way.....			\$567,067 13
Other street railway land....	\$12,219 82		57,978 85
Ballast			21,320 47
Ties			17,375 62
Rails, rail fastenings and joints			15,060 19
Special work.....			64,794 58
Track laying and surfacing..			86,154 99
Paving			872 45
Roadway tools.....			10,567 50
Tunnels	3,750 82		7,702,917 23
Crossings, fences and signs..			421 30
Interlocking and other signal apparatus	80,608 81		419,361 84
Telephone and telegraph lines			22,961 94
Transmission system.....			135,549 04
Distribution system.....	157 91		455,432 15
Power plant buildings.....			176,439 09
Sub-station buildings.....			303 26
General office buildings and fixtures	2,232 34		3,007 59
Shops and carhouses.....			312,369 77
Stations, waiting rooms and miscellaneous buildings....	625 00		1,227,908 19
Furnaces, boilers and acces- sories	Cr 3,400 00		
Power plant electric equip- ment	Cr 50,681 50		226,851 19
Sub-station equipment.....			93,394 54
Shop equipment.....			5,232,086 31
Revenue cars.....	Cr 45,261 19		15,395 92
Miscellaneous equipment....	7,752 86		
Engineering and superintend- ence			434,375 08
Law expenditures during con- struction			63,910 43
Injuries during construction.			73,479 99
Taxes during construction..			110,652 62
Interest during construction.	48,874 98		2,339,761 33
Miscellaneous construction ex- penditures			403,158 84
Total street railway owned.	\$56,879 85		<u>\$20,290,929 43</u>
Street railway leased ²	Cr 13,524 97		333,992 00
Other departments.....	Cr 1,475 61		<u>2,862,630 35</u>
Total, Fixed Capital in- stalled since Dec. 31, 1908	<u>\$41,879 27</u>		<u>\$23,487,551 78</u>
Grand total.....	<u>\$41,879 27</u>		<u>\$124,384,800 65</u>

¹ Adjustment.² Represents expenditures in connection with enlarged station and yard facilities at Journal Square, Jersey City, on property owned by the Pennsylvania Railroad Company.

Hudson and Manhattan Railroad Company
Expenditures for Principal Projects during Year

Street Railway Owned:

Purchase of Lot J-1, Block 137,

Jersey City:

Purchase price \$12,000 00

Expenses 219 82

\$12,219 82

Concrete drain covers..... 3,750 82

Electrically driven air compressors..... 26,527 31

Additional cables 157 91

Ticket dating machines..... 160 00

Fire proofing 2,072 34

Electric switches at stations..... 625 00

Settlement of patent claim..... 1,000 00

Window wipers for 275 cars..... 2,613 79

Transfer for Hudson Terminal Building..... 7,752 86

\$56,879 85

Street Railway Leased:

Journal Square Station and Yard Improvement..... Cr 13,524 97

Other Departments:

Hudson Terminal Buildings..... Cr 1,475 61

Total \$41,879 27

Miscellaneous Investments

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books ¹	Income accrued during year
Tunnel Advertising Company, stock.	\$1,000 00	\$1,000 00	.....
U. S. Gov't Liberty Bonds, 3½ % ..	200 00	200 00	\$7 00
U. S. Gov't Liberty Bonds, 4¼ % ..	3,464,000 00	3,556,374 81	142,847 17
U. S. Gov't Treasury Bonds, 4¼ % ..	20,000 00	20,000 00	283 32
U. S. Gov't Treasury Notes, 3½ % ..	652,450 00	652,450 00	22,835 75
City of New York Bonds, 4½ % ..	100,000 00	101,452 18	1,887 50
City of New York, Corporate Stock, 3½ % ..	200,000 00	193,618 52	427 78
Total	\$4,437,650 00	\$4,525,095 51	\$168,288 52

Securities Held in Special Deposits

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books ¹	Income accrued during year
Property Amortization Fund:			
U. S. Gov't Bonds and Notes, 4¼, 3½ % ..	\$4,727,000 00	\$4,798,537 66	\$185,532 06
City of New York Bonds, 4½ % and Corporate Stock, 3½ % ..	250,000 00	246,656 39	3,686 80
H. & M. R. R. Co. First Lien, 5 % Bonds ..	906,500 00	733,549 54	45,325 00
Debt Discount Amortization Fund:			
U. S. Gov't Bonds and Notes, 4¼, 3½ % ..	698,000 00	702,500 01	27,695 56
City of New York Bonds, 4½ % ..	50,000 00	50,726 09	943 75
H. & M. R. R. Co. First Lien, 5 % Bonds ..	217,029 04	178,823 59	10,849 97
H. & M. R. R. Co. Income 5 % Bonds ..	30,000 00	25,250 00	1,500 00
Insurance and Casualty Fund:			
U. S. Gov't Bonds and Notes, 4¼, 3½ % ..	491,000 00	500,000 00	21,520 88
Deposited with State Industrial Commission:			
City of New York Corporate Stock, 4½ % ..	5,000 00	5,100 00	225 00
Deposited with City of New York:			
City of New York Corporate Stock, 4, 4½ % ..	4,500 00	4,525 00	189 99
Total	\$7,379,029 04	\$7,245,668 28	\$297,469 01

¹ Identical with money cost.

Hudson and Manhattan Railroad Company

Materials and Supplies

Rails	\$33,113 08
Ties	3,767 21
Brake shoes	98 63
Wheels	8,604 71
Wheel centers	698 16
Tires	5,858 99
Fuel	14,143 09
Miscellaneous	270,176 22
Total	\$336,460 09

Prepayments

Taxes	\$40,467 86
Insurance	36,547 72
Rents	2,711 75
Other	1,576 40
Total	\$81,303 73

Securities

PARTICULARS OF STOCK	Common stock	Preferred stock
Authorized by charter.....	\$45,631,000 00	\$10,000,000 00
Actually issued for property and outstanding *	39,995,385 00	5,242,938 75
Dividends paid	¹ 1,381,934 30	² 261,429 17
Market price: highest, lowest.....	56¾, 40¼	83, 60

PARTICULARS OF FUNDED DEBT	Hudson and Manhattan first mortgage bonds	New York and Jersey first mortgage bonds	Hudson and Manhattan first lien and refunding mortgage bonds	Adjustment income bonds
Nominal date of issue.....	Feb. 1, 1907	Feb. 20, 1902	Feb. 1, 1913	Feb. 1, 1913
Date of maturity	Feb. 1, 1957	Feb. 1, 1932	Feb. 1, 1957	Feb. 1, 1957
Interest, rates and dates.....	4½%, F. & A.	5%, F. & A.	5%, F. & A.	5% as earned A. & O.
Denominations.....	\$1,000 00	\$1,000 00	\$1,000, \$500, \$100	\$1,000, \$500
Authorized by company.....	\$100,000,000 00	\$7,000,000 00	\$65,000,000 00	\$33,574,000 00
By public authority.....	100,000,000 00	7,000,000 00	37,534,633 66	33,102,000 00
Actually issued prior to year.....	67,148,000 00	5,000,000 00	37,534,633 66	33,102,000 00
Cash realized	(²)	(³)	(⁴)	(⁵)
Property consideration.....	(⁴)	(⁵)	(⁶)	(⁷)
Discount.....	Unknown ⁵	Unknown	⁵ , ⁶ 3,798,183 94	(⁵)
Reacquired, retired, etc.....	⁷ 66,204,000 00	.....	¹⁰ 1,136,929 04	¹¹ 30,000 00
Actually outstanding.....	944,000 00	5,000,000 00	36,397,704 62	33,072,000 00
Interest accrued.....	42,480 00	250,000 00	1,876,055 00	1,655,100 00
Interest charged to income...	42,480 00	250,000 00	1,876,055 00	1,655,100 00
Interest paid.....	42,942 50	250,365 00	1,879,877 50	1,657,472 50
Interest not due.....	17,700 00	104,166 69	781,689 56	827,550 00
Interest matured and unpaid.	787 50	625 00	17,813 79	38,450 00
Trustees under mortgages.....	Guaranty Trust Co.	U. S. Mortgage and Trust Co.	Central Trust Co.	Guaranty Trust Co.

* In addition Company carries under Capital Stock, 20% shares of Common and 67½ shares of Preferred stock of N. Y. & N. J. R. R. Co. outstanding, equivalent to \$11,626.25 in H. & M. R. R. Co. issuable at par.

¹ Dividends declared, 1¾%, \$699,875.21, payable December 1, 1929, and 1¾%, \$699,877.49, payable June 1, 1930.

² Dividends declared, 2½%, \$131,028.82, payable July 15, 1929, and 2½%, \$131,027.72, payable February 15, 1930.

³ [Cash realized, \$11,768,050.] From annual report of Company for year ended June 30, 1913. See also note 4.

⁴ Issued in exchange for bonds of constituent companies, \$51,000,000; issued to Hudson Companies for extra work, \$2,055,000; issued for cash, \$13,593,000.] From documents submitted by the Company in Case 1680. See also note 3.

Notes continued on following page.

Hudson and Manhattan Railroad Company
Reserves and Suspense Credit Balances

TITLE OF RESERVE	Balance June 30, 1929	CHANGES DURING YEAR		Balance June 30, 1930
		Debits	Credits	
Accrued Amortization of Capital:				
Railroad properties.....	\$3,814,752 98	\$73,677 73	\$263,421 48	\$4,004,496 73
Hudson Terminal Buildings....	3,854,578 82	17,021 26	296,864 00	4,134,421 56
Other Reserves and Suspense Credit Balances:				
Casualty and Insurance Reserves:				
Reserve for injuries and damages.....	\$24,139 38	\$44,214 90	\$93,624 77	\$73,549 25
Insurance and casualty reserve	580,000 00	80,000 00	.....	500,000 00
Reserve to protect material values.....	36,995 63	52 15	.....	36,943 48
Reserve for tenant changes....	9,151 44	32,849 04	24,000 00	302 40
Reserve for bad debts.....	2,119 30	3,347 70	1,800 00	571 60
Reserve for legal services.....	34,318 23	8,833 16	3,000 00	28,485 07
Amortization of premium on investments.....	50,678 03	.....	28,634 63	79,312 66
Clearing account — unused Newark tickets.....	157,438 85	82,313 72	39,552 10	114,677 23
Clearing account — uniforms....	919 20	16,047 85	15,450 95	322 30
Minor items in suspense.....	15,593 08	3,977 77	.....	11,615 31
Total other reserves and suspense credit balances....	\$911,353 14	\$271,636 29	\$206,062 45	\$845,779 30

⁵ Under Case 1680 (July 1, 1913) the Company was ordered by the Public Service Commission to amortize \$3,689,482.73, of which \$2,184,586.23 represented the balance of debt discount and expense in connection with the issue of First Mortgage 4½% bonds and \$1,504,896.50 represented the amount required to be amortized in connection with the payment of interest, due February 1, 1913, on First Mortgage 4½% bonds, and back taxes and expenses in connection with the issue of First Lien and Refunding Mortgage bonds and Adjustment Income bonds.

⁶ The \$3,798,183.94 here reported is made up of \$3,675,083.94 reported at June 30, 1913 (see note 5), plus discounts of \$65,400 and \$57,700 sustained in the issue of First Lien and Refunding Mortgage bonds in 1916 and 1917, respectively.

⁷ [\$33,102,000 First Lien and Refunding Mortgage bonds and \$33,102,000 Adjustment Income bonds were issued to take up and retire \$66,204,000 First Mortgage bonds.] From statement submitted by Company in Case 1680.

⁸ [Issued for property.] From annual report of the Company for year ended June 30, 1913.

⁹ [Under the readjustment plan, the Company received in cash from stockholders, \$3,845,148.50 and issued therefor \$3,460,633.66 par value of First Lien and Refunding Mortgage bonds, or at the rate of \$900 of bonds for each \$1,000 cash contributed.] From statement filed by the Company with the Commission.

¹⁰ Of which bonds of par value of \$1,123,529.04 have been reacquired and are held in property and debt amortization funds.

¹¹ Held in Debt Discount Amortization Fund.

Hudson and Manhattan Railroad Company

Income Statement

	Net amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$8,150,106 11	D \$137,621 72
Mail revenue	23,346 00	.....
Miscellaneous transportation revenue ¹	81,000 00	43,000 00
Advertising privileges	260,000 00	20,000 00
Other car and station privileges.....	300,686 96	23,422 29
Rent of ducts.....	84,155 75	51,655 67
Sale of power.....	1,804 12	1,070 16
Miscellaneous	2,625 09	D 2 99
Total operating revenues.....	\$8,903,724 03	\$1,523 41
Operating Expenses:		
Maintenance of way and structures—ex- pended	\$452,700 88	D \$62,830 46
Maintenance of way and structures—re- served	109,383 48	.....
Maintenance of equipment—expended.....	374,298 06	D 22,072 72
Maintenance of equipment—reserved.....	154,038 00	D 22,891 26
Operation of power plant.....	593,125 00	D 51,529 07
Operation of cars.....	1,709,044 35	19,284 71
Injuries to persons and property.....	37,107 50	D 11,795 94
General and miscellaneous expenses.....	317,541 90	7,134 41
Total operating expenses.....	\$3,747,239 17	D \$144,700 33
Taxes assignable to street railway operations.	980,631 55	1,693 64
Total revenue deductions.....	\$4,727,870 72	D \$143,006 69
Income from Street Railway Operations.....	\$4,175,853 31	\$144,530 10
Income from Outside Operations:		
Revenue	\$3,114,857 36	
Less Expenses.....	1,120,991 85	
Taxes	342,867 96	1,650,997 55
		56,308 53
Non-Operating Income:		
Interest on Misc. Investments	\$172,252 75	
Interest on securities in Special Deposits	297,054 02	
Interest on bank balances...	24,902 88	
	\$494,209 65	
Less Amortization of premi- um on Investments.....	29,412 87	464,796 78
		47,212 21
Gross Income Applicable to Corporate and Leased Properties	\$6,291,647 64	\$248,050 84
Deductions from Gross Income:		
Track and terminal privileges.....	\$42,555 41	D \$4,929 99
Rent for lease of other road.....	3,441 12	.....
Miscellaneous rent deductions.....	20,000 00	.....
Interest on funded debt.....	3,823,635 00	.....
Other interest deductions.....	41,809 67	4,090 06
Amortization of debt discount.....	38,761 80	.....
Federal Income tax assumed.....	33,627 33	D 8,401 47
Other deductions	11,200 00	D 1,011 22
Total deductions from gross income....	\$4,015,030 33	D \$10,252 62
Net Corporate Income.....	\$2,276,617 31	\$258,303 46

¹ Credit account of Newark tickets sold but not used or redeemed.

Hudson and Manhattan Railroad Company

Corporate Surplus

Credit balance at beginning of year.....	\$6,583,466	32
Net corporate income for year.....	2,276,617	31
Other additions:		
Salvage recovered in sale of power plant machinery	\$38,012	72
Unclaimed wages, 1927.....	400	83
	<hr/>	<hr/>
Total credits	\$8,898,497	18
Dividends declared:		
On preferred stock (5%).....	\$262,056	54
On common stock (3½%).....	1,399,752	70
Unclaimed wages paid.....	74	99
Accounts receivable charged off.....	312	90
	<hr/>	<hr/>
Credit balance, June 30, 1930.....	\$7,236,300	05

Advertising Privileges.—Contract with Tunnel Advertising Company for privilege of advertising in cars and stations, \$260,000.

Other Car and Station Privileges

Name of Company	Description of Property	Revenue received during year
Tunnel Advertising Co.	Spaces for automatic vending machines	\$20,000 04
Tunnel Advertising Co.	Candy and soda stand, 33d St. Station	10,000 00
Union News Co.	Stands at stations other than Hudson Terminal	36,485 80
Shulte Cigar Co.	Stands at stations other than Hudson Terminal	20,900 04
American Coin Lock Co.	Pay toilets at stations.....	14,166 27
N. J. Bell Telephone Co.	Commissions, pay stations in N. J....	6,428 60
N. Y. Telephone Co.	Pay stations in N. Y. other than Hudson Terminal	5,486 56
Pennsylvania R. R. Co.	Ticket office, Grove Street, J. C.....	900 00
Pennsylvania R. R. Co.	Proportion of commissions, Journal Square Station	666 74
Sundry Tenants.	50% of rentals of Concourse Floor, Hudson Terminal Buildings.....	136,266 00
	Other concessions at stations other than Hudson Terminal.....	49,386 91
	<hr/>	<hr/>
Total		\$300,686 96

Hudson and Manhattan Railroad Company

Operating Expenses

Maintenance of Way and Structures:

Superintendence of way and structures.....	\$7,716 77
Ties	1,389 87
Rails	32,236 66
Rail fastenings and joints.....	7,012 56
Special work	17,532 98
Roadway and track labor.....	49,396 29
Miscellaneous roadway and track expenses.....	2,238 29
Cleaning and sanding track.....	38,827 90
Removal of snow, ice and sand.....	262 74
Repairs of tunnels.....	81,642 05
Repairs of signal and interlocking system.....	80,370 61
Telephone and telegraph repairs.....	9,042 33
Other miscellaneous way expenses.....	9,585 24
Transmission system repairs.....	100 00
Distribution system repairs.....	34,712 78
Miscellaneous electric line expenses.....	516 61
Repairs of buildings and structures.....	80,117 20
Depreciation of ways and structures.....	109,383 48
Total	<hr/> \$562,084 36

Maintenance of Equipment:

Superintendence of equipment.....	\$9,182 14
Repairs of miscellaneous power plant equipment.....	59
Repairs of sub-station equipment.....	4,598 23
Repairs of passenger and combination cars.....	214,253 39
Repairs of service cars.....	96
Repairs of electric (motor) equipment of cars.....	98,437 63
Repairs of shop machinery and tools.....	1,067 58
Shop expenses	46,757 54
Depreciation of equipment.....	154,038 00
Total	<hr/> \$528,336 06

Power:

Sub-station labor	\$36,438 48
Miscellaneous power plant supplies and expenses.....	1,217 63
Sub-station supplies and expenses.....	3,602 55
Power purchased	551,866 34
Total	<hr/> \$593,125 00

Operation of Cars:

Superintendence of transportation.....	\$131,571 62
Passenger motormen	198,064 93
Passenger conductors	153,462 47
Guards	372,778 35
Other passenger trainmen.....	7,273 28
Miscellaneous car service employes.....	72,275 67
Miscellaneous car service expenses.....	31,304 20
Station employees.....	392,993 48
Station expenses	52,625 21
Car-house employees.....	179,128 33
Car-house expenses	9,386 43
Operation of signal and interlocking systems.....	96,755 08
Operation of telephone and telegraph systems.....	7,368 90
Other transportation expenses.....	4,056 40
Total	<hr/> \$1,709,044 35

Hudson and Manhattan Railroad Company
Operating Expenses—Concluded

Injuries to Persons and Property:

Carried to Reserve.....	Cr \$9,865 76
Claim department expense.....	13,223 65
Medical expenses	5,479 07
Claims for injuries to employees.....	4,200 82
Other injuries and damages.....	23,462 22
Court costs and expenses.....	326 55
Law printing	280 95
Total	\$37,107 50

General and Miscellaneous:

Salaries and expenses of general officers.....	\$86,367 46
Salaries and expenses of general office clerks.....	71,848 03
General office supplies and expenses.....	3,847 92
General law expenses.....	10,416 88
Insurance	5,030 04
Relief department and pensions.....	14,582 87
Miscellaneous general expenses.....	45,254 79
Joint general expense—Dr.....	50,667 85
General stationery and printing.....	13,309 15
Store expenses	16,216 91
Total	\$317,541 90

Grand total—Operating expenses..... \$3,747,239 17

Power, A. C.

	Total number of kw. hrs.	Total price
<i>Bought:</i>		
New York Edison Co. (main contract).....	69,865,970	\$633,499 06
New York Edison Co. ("Breakdown").....	40,061	2,072 00
P. S. E. & G. Co. of N. J. ("Breakdown")....	39,312	2,640 00
Total bought	69,945,343	\$638,211 06

Transferred to:

Hudson Terminal Building.....	7,124,681	\$64,656 33
Car Shops, etc.....	2,349,379	21,349 31
<i>Sold to Station Tenants.....</i>	<i>36,103</i>	<i>330 08</i>

Total disposed of..... 9,510,163 \$86,344 72

Balance for Transportation (charged to Operating Expenses) 60,435,180 \$551,866 34

Joint Facilities. [Agreement with Pennsylvania Railroad Co., whereby Hudson and Manhattan cars are allowed to run on the Pennsylvania tracks from Summit Avenue station to Newark, and whereby the Pennsylvania cars are allowed to run over the Hudson and Manhattan tracks to the Hudson Terminal Building and to 33rd Street. Revenues and expenses of this joint traffic, as specified in the agreement, are divided in the proportion of six-tenths to the Pennsylvania R. R. Co. and four-tenths to the Hudson and Manhattan Railroad Co.]¹ In pursuance of this agreement, \$50,667.85 has been charged during the year to Joint general expense—Dr, of which \$44,384.78 on account Journal Square Station, and \$6,283.07 on account Journal Square Yard.

¹ From copy of agreement filed with Commission.

Hudson and Manhattan Railroad Company

Taxes ¹

CLASS OF TAX	Amount of levy	Amount accrued	Amount paid
Real estate:			
Street railway operation.....	2 \$395,723 42	\$112,070 02	\$380,000 91
Hudson Terminal Buildings.....		257,827 93	
Other.....		9,579 40	
Corporate real property.....	33,615 00	33,451 35	33,490 50
Special franchise.....	320,517 00	318,795 69	319,173 12
Personal property.....	506 00	507 10	506 00
State franchise on gross earnings:			
Street railway operation.....	18,724 99	2,640 00	18,724 99
Hudson Terminal Buildings.....		15,660 00	
Other.....		600 00	
State franchise on capital stock.....	11,174 35	13,540 55	11,174 35
State and local — New Jersey.....	378,473 80	383,570 99	378,473 80
Federal income:			
Street railway operation.....	155,215 48	116,055 85	189,908 13
Hudson Terminal Buildings.....		56,175 67	
Other.....		3,024 96	
Total.....	\$1,313,950 04	\$1,323,499 51	\$1,331,451 80
Of which charged to:			
Street railway operation.....	—	980,631 55	—
Hudson Terminal Buildings.....	—	329,663 60	—
Other real estate.....	—	13,204 36	—
Unadjusted item.....	—	\$108 11	—

Outside Operations

ITEM	HUDSON TERMINAL BUILDINGS		OTHER REAL ESTATE	
	Amount for year	Increase or (D) decrease	Amount for year	Increase or (D) decrease
Gross Revenues.....	\$2,991,692 48	\$22,202 88	\$123,164 88	\$6,743 97
Revenue Deductions:				
Maintenance — actual.....	\$124,618 47	\$1,773 36	\$22,994 72	D \$3,406 90
Maintenance — depreciation re- serve.....	296,864 00	D 40,000 00		
Other direct operating expenses.....	512,559 88	7,115 41		
General operating expenses....	163,954 78	1,372 87	13,204 36	111 18
Taxes.....	329,663 60	5,672 40		
Total revenue deductions..	\$1,427,660 73	D \$24,065 96	\$36,199 08	D \$3,295 72
Operating Income.....	\$1,564,031 75	\$46,268 84	\$86,965 80	\$10,039 69

Track and Terminal Privileges.—Easement rights, etc., have been granted the respondent by the Pennsylvania R. R. Co. for maintenance and operation of underground station, tracks, switches, etc., under property in Jersey City. Rental is 46 per cent of interline passenger traffic between Exchange Place, Jersey City and Hudson Terminal; accrued and paid during year, \$42,555.41.

Rent for Lease of Other Roads.—Rent of 917 feet of track in Jersey City from Pennsylvania R. R. Co., \$3,441.12.

Miscellaneous Rent Deductions.—Rental from Public Service Railway Co. of sub-surface of property at Hudson Street, Hudson Place and Ferry Street, Hoboken, N. J., accrued and paid during year, \$10,000. Rental of Grove Street station, Jersey City, N. J., accrued and paid, \$5,000. Rental from Public Service Railway Co. of first floor of building at Hudson Street, Hoboken, N. J., accrued and paid, \$5,000. Total accrued and paid during year, \$20,000.

¹ There are no taxes due and unpaid.

² Hudson Terminal Buildings, \$374,625.00; New York City—Downtown real estate, \$7,290.00; Uptown real estate, \$2,443.50; Easements, \$8,505.00; Jersey City real estate, \$2,859.92; total, \$395,723.42.

Hudson and Manhattan Railroad Company

DESCRIPTION OF ROAD AND EQUIPMENT

Miles of Road and Track, June 30, 1930

Electrically operated subway, third rail contact

ROAD OR BRANCH, PRINCIPAL STREETS TRAVERSED AND TERMINI	Road	Second track	Other track	All running track	Increase or (D) decrease
<i>Roads owned under title in perpetuity:</i>					
Uptown tunnels: Hoboken, N. J., to Broadway and 33d street, New York City 1...	3.601	3.601	0.377	7.579	.....
Downtown tunnels: Hudson Terminal, New York City to Bridge No. 1½, Jersey City, N. J.....	2.556	2.569	0.596	5.721	.....
Washington Street line: Exchange Place station to caissons Nos. 1 and 2, Jersey City.....	1.712	1.712	0.124	3.548	.....
Total owned.....	7.869	7.882	1.097	16.848	.....
<i>Trackage rights from Pennsylvania R. R. Co.</i>					
Bridge No. 1½ to center line of Journal Square station 2.....	0.630	0.630	.....	1.260	.....
Total operated.....	8.499	8.512	1.097	18.108	.....
Whereof in New York.....	3.147	3.170	0.774	7.091	.....
Whereof in New Jersey.....	5.352	5.342	0.323	11.017	.....

Track in carhouses, shops and yards.—Owned, 1,920 miles; Owned by Pennsylvania R. R. but maintained and operated exclusively by respondent, 1,530 miles; total 3,450 miles, all in Jersey City.

Cars.—Held by respondent and available for service at close of year: Total number of passenger cars, 325; baggage cars (bodies only), 2; service cars, 5; (4 work cars and 1 crane car).

Detail of passenger cars: Construction, steel. Seating capacity, average 44. Average weight of complete car, 72,362 lbs.

Sub-Station Equipment³

EQUIPMENT	Minimum rated capacity during the year	IN SERVICE AT CLOSE OF YEAR			
		Num- ber of units	RATED CAPACITY		
			Total	Maximum indi- vidual	Minimum indi- vidual
Switchboard A. C. line panels — kw.....	16,552	17	16,552	2,167	29
Switchboard A. C. rotary panels — kw.....	68,375	34	68,375	2,475	711
Switchboard D. C. rotary panels — kw.....	45,000	20	45,000	2,250	2,250
Switchboard feeder panels — kw.....	51,750	23	51,750	2,250	2,250
Other switchboard panels — kw.....	43,764	28	43,764	13,437	2
Rotaries — kw.....	27,750	17	27,750	3,000	750
Transformers for rotaries — kw.....	31,125	53	31,125	1,050	275
Other transformers — kw.....	740	5	740	220	60
Storage battery cells for station use — a. h....	60	110	60	30	30

Miscellaneous.—Number of sub-stations, 3; repair shops, 1; office (Hudson Terminal) buildings, 2; passenger stations, 13; exchange points, 3.

¹ The City of New York has the right to purchase, 25 years after beginning of operation, the section of the railroad known as the Sixth Avenue Extension, extending from the north line of the intersection of 9th Street and Sixth Avenue to the 33d Street Terminal, under the terms of Section K of the Certificate dated February 2, 1905.

² Track owned by Pennsylvania R. R. Co. and jointly used by that company and Hudson and Manhattan Railroad Company. The actual maintenance work is performed by the former but paid for by the latter on an apportionment determined by the Hudson and Manhattan's usage as indicated by car miles and train movements.

³ As of January 1, 1929, the Company's main power station in Jersey City was abandoned and the equipment retired.

Hudson and Manhattan Railroad Company
Passenger Movement by Routes

DESIGNATION OF ROUTE	Length of route (miles)	Average maximum number of cars per day	Number of car trips (round)	Number of passenger car miles (active)	Number of car seat miles (active)	Number of passenger car hours
Hoboken — 33d Street.....	3.53	44	235,971	1,665,955	110,120	73,302,032
Hudson Terminal — Hoboken.....	2.96	72	339,482	2,009,728	112,100	88,428,012
Grove Street — 33d Street.....	4.29	111	15,588	159,759	9,670	7,029,415
Journal Square — 33d Street.....	5.71	74	338,382	3,844,980	224,623	169,179,026
Hudson Terminal — Journal Square.....	3.20	74	527,520	3,352,194	159,445	148,816,556
Total.....	8.50	301	1,456,943	11,062,616	615,958	486,755,041

Ticket Sales by Stations

STATION	NUMBER OF REVENUE PASSENGERS					Passenger receipts
	At 10 cents	At 8.64 cents ¹	At 7.64 cents ¹	At 6 cents	At 5 cents ¹	
Hudson Terminal.....	14,152,702	2,674,801	8,718,428	26,140,836	1,738,683	\$2,271,472 21
Christopher Street.....	13,639,446	2,547,220	9,932,158	28,277,909	1,818,918	\$2,101,536 61
9th Street.....	704,479	122,940	.....	.....	518,918	88,445 30
14th Street.....	2,184,906	188,264	.....	.....	34,628	255,174 78
19th Street.....	637,517	373,957	.....	.....	87,486	76,531 38
23d Street.....	1,377,606	106,354	.....	.....	71,814	155,241 86
28th Street.....	817,548	187,731	.....	.....	25,226	96,539 93
33d Street.....	7,780,959	1,525,994	.....	.....	2,701	909,941 86
Total New York Stations.....	14,152,702	2,674,801	8,718,428	26,140,836	1,479,456	\$3,954,883 93
New Jersey Stations.....	13,639,446	2,547,220	9,932,158	28,277,909	1,818,918	\$4,195,222 18
Total.....	27,792,148	5,222,021	18,650,586	54,418,745	4,593,583	\$8,150,106 11

¹ Passengers are carried under joint traffic agreement with the Pennsylvania R. R. between New York and Journal Square Station or Exchange Place Station as follows: At 8.64 cents, 5,222,021; at 7.64 cents, 18,650,586; at 5 cents, 1,850,235 (of which 1,111,552 are included in New Jersey stations ticket sales); total, 25,722,842.

Hudson and Manhattan Railroad Company

Power Used.—A. C. purchased, 62,729,634 kw. hrs.; lost in conversion, 3,136,482 kw. hrs.; A. C. used for shops, stations, signal apparatus, etc., 5,009,634 kw. hrs.; D. C. Sold, 24,448 kw. hrs.; used for cars on respondents' tracks, 54,559,070 kw. hrs.

Accidents

EXTENT OF INJURY	IN NEW YORK CITY				OUTSIDE OF NEW YORK CITY		
	Pas- sengers	Em- ployees	Others	Total	Pas- sengers	Em- ployees	Total
Fatalities.....	1	.....	1	2	.....	.....	.....
Serious injuries.....	3	1	.....	4	.....	2	2
Minor injuries.....	454	12	.....	466	464	56	520
Total.....	458	13	1	472	464	58	522

Actions for Damages

ITEM	In Municipal Courts	In City and County Courts	In Supreme Court	In Federal Courts	Total
Pending at beginning of year.....	65	34	25	2	129
Brought during year.....	25	19	18	1	63
Settled before trial by payment to claimant.....	28	5	14	2	49
Judgment rendered.....	2	2	.....	.....	4
Case dismissed.....	5	1	1	.....	7
Otherwise disposed of.....	4	4	2	1	11
Total disposed of during year.....	39	12	17	3	71
Pending at close of year.....	51	41	26	.....	118

Judgments.—Unpaid at beginning of year, 1, \$385 (on appeal); rendered during year, 4, \$12,100; compromised during year, 1, \$500; paid during year, 2, \$1,385; unpaid at close of year, 2, \$10,600, both on appeal.

Settlements

PERIOD IN WHICH ACCI- DENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
July 1, 1929-June 30, 1930.	204	\$10,697 47	5	\$1,180 00	1	\$400 00	210	\$12,277 47
July 1, 1928-June 30, 1929.	59	17,422 41	27	5,320 00	1	1,000 00	87	23,742 41
July 1, 1927-June 30, 1928.	2	875 43	9	4,480 00	1	385 00	12	5,740 43
July 1, 1926-June 30, 1927.	4	640 00	1	300 00	.....	.....	5	940 00
July 1, 1925-June 30, 1926.	.....	.....	7	1,590 00	.....	.....	7	1,590 00
Prior to July 1, 1924.....	1	224 40	.....	.....	.....	.....	1	224 40
Total.....	270	\$29,859 71	49	\$12,870 00	3	\$1,785 00	322	\$44,514 71

Hudson and Manhattan Railroad Company
Employees and Wages ¹

CLASS OF EMPLOYEES	Number at close of year	Total compensation
General Office Staff:		
General officers	9	\$86,175 00
Managers, superintendents, etc.....	25	82,505 96
Lawyers	1	4,800 00
Claim department employees.....	2	4,470 00
Medical department incl. doctors).....	1	3,000 00
Clerks and bookkeepers.....	34	55,094 58
Stenographers and typists.....	7	7,664 07
Telephone operators	2	2,275 99
Messengers and others.....	3	2,677 00
Storekeepers and inventory men.....	8	10,794 41
Transportation:		
Inspector and assistant inspector.....	2	4,680 00
Train clerks	14	28,075 28
Starters and dispatchers.....	13	34,798 57
Depot masters	1	2,012 89
Ticket agents	80	113,950 37
Clerks	17	23,354 99
Gatemen and platformmen.....	159	219,437 23
Guards	314	505,495 74
Conductors	85	185,943 80
Motormen	96	246,537 21
Switchmen, foremen, towermen.....	81	161,258 12
Other way and structures.....	39	77,712 36
Road and track men.....	69	117,316 07
Electricians	66	151,727 16
Other station employees.....	66	77,216 00
Other storehouse employees.....	5	5,051 27
Storehouse laborers	2	3,610 00
Chauffeurs	3	5,146 16
Power:		
Chief operators	3	7,884 31
Dynamo and switchboardmen.....	7	17,227 99
Electricians and helpers.....	14	24,698 81
Foremen	1	3,071 56
Car Houses and Shops:		
Car cleaners	43	55,606 08
Clerks and foremen.....	6	9,192 43
Messengers	1	727 00
Carpenters	1	1,760 61
Blacksmiths	1	1,887 28
Blacksmiths' helpers	2	2,140 45
Machinists	16	31,742 54
Shop repairmen	46	88,272 45
Shop helpers	52	63,931 59
Pipe fitters	1	2,552 97
Electricians and wiremen.....	11	20,091 21
Tinners	2	3,915 49
Painters	6	6,229 10
Armature winders	2	3,662 15
Other shop employees.....	14	27,700 51
Inspectors	74	143,249 97
Inspectors' helpers	26	32,712 71
Total	1,533	\$2,771,037 44

¹ In street railway department.

Hudson and Manhattan Railroad Company

Distribution of Total Compensation

NAME OF ACCOUNT	Amount charged
Street railway operating expenses:	
Maintenance of way and structures.....	\$322,286 36
Maintenance of equipment.....	192,054 01
Operation of power plant.....	42,641 93
Operation of cars.....	1,631,458 45
Injuries to persons and property.....	11,675 93
Other general expenses.....	185,515 27
Total street railway operating expenses.....	\$2,385,631 95
Outside operations	532,038 03
Fixed capital	9,996 25
Pennsylvania R. R. Co.—joint service.....	291,776 74
Depreciation reserves	60,265 52
Reserve for tenant changes.....	24,005 22
Accounts receivable	1,262 55
Other reserve and clearing accounts.....	59,482 52
Total compensation	\$3,364,458 78

Appointments, Length of Service and Hourly Rates of Wages of Trainmen

PERIOD OF SERVICE	MOTORMEN ¹		CON- DUCTORS ¹		GUARDS ¹		TICKET AGENTS	
	No.	Hourly rate	No.	Hourly rate	No.	Hourly rate	No.	Hourly rate
Appointments during year.....	4	—	3	—	266	—	28	—
Whereof reappointments.....	..	—	..	—	2	—	..	—
Left service during year.....	7	—	5	—	270	—	28	—
Total number in service at close of year ² ..	96	—	86	—	314	—	80	(³)
In first-half year of service.....	..	82	..	67	41	54½	8	43
In second-half year of service.....	1	82	2	67	53	54½	2	43
In second year of service.....	2	82	2	67	57	54½	10	44
In third year of service.....	7	82	5	67	45	54½	4	45
In fourth year of service.....	6	82	7	67	64	54½	7	46
In fifth or later year of service.....	80	82	69	67	54	54½	49	48

Officers.—President, Oren Root; Vice-President and Chief Engineer, J. Vipond Davies; Secretary, Assistant Treasurer and Claim Agent, Robert B. Kay; Treasurer and Assistant Secretary, Wesley S. Twiddy; Comptroller, Thomas N. Willins; Assistant Comptroller, Paul Shepard; General Manager, Carl S. Klumpp; Purchasing Agent, Harry W. Webber; Real Estate Agent, P. Compton Miller.

Directors.—William H. Barnum, Lewis L. Clarke, J. Vipond Davies, Jerome J. Hanauer, John W. Platten, H. Hobart Porter, Oren Root, Albert H. Wiggin, William H. Williams.

Main Business Office.—30 Church Street, New York City.

Report verified by Robert B. Kay, Secretary, September 26, 1930.

¹ Employees while engaged in Newark Rapid Transit service receive the following rates, regardless of length of service: Motormen, 82 cents; conductors, 72 cents; guards, 63½ cents.

² Includes employees not on payroll for the week.

³ Chief agents receive 50 and 51½ cents per hour.

INTERBOROUGH RAPID TRANSIT COMPANY

LESSEE OF MANHATTAN RAILWAY AND MUNICIPAL RAPID TRANSIT
RAILROAD (CONTRACTS NOS. 1, 2 AND 3)

Incorporated May 6, 1902. The major part of the voting power is vested in Frank Hedley and Frank L. Polk as surviving voting trustees, under the Voting Trust Agreement dated October 1, 1922, as per resolution of the Interborough-Metropolitan Company Collateral Trust $4\frac{1}{2}$ Per Cent Bondholders Committee, adopted December 19, 1922, authorizing the delivery to the voting trustees of 339,128 shares of capital stock of the respondent.

The Interborough Rapid Transit Company operates the lines of the Manhattan (elevated) Railway Company under a lease expiring November 1, 2874. It also operates the rapid transit railways (subways) built by the City of New York under Contracts Nos. 1, 2 and 3 and Related Certificates, under leases, each of which is for a term of forty-nine years from January 1, 1917, or date of completion of construction.

The New York & Queens County Railway Company and the Rapid Transit Subway Construction Company are controlled by the respondent through ownership of stock.

Important Changes during Year.—There was a net decrease of 0.08 miles of sidings and turnouts, due to the removal of a siding, 0.14 miles, south of 125th Street, Lexington-Fourth Avenue Line, and the placing in operation of two crossovers, 0.06 miles, at Burnside Avenue.

On July 1, 1929 and January 2, 1930, there was withdrawn out of Special Trust and delivered to the Guaranty Trust Company, Trustee of the First and Refunding Mortgage, \$344,000 and \$323,000 par value First and Refunding Mortgage 5% Bonds, representing payment into the Sinking Fund.

On July 1, 1929 and January 2, 1930, respectively, \$288,000 and \$286,000, par value First and Refunding Mortgage 5% Bonds, by deposit of \$361,620 in cash were withdrawn from the collateral to the 7% Secured Convertible Gold Notes and deposited with the Trustees of this Company's First and Refunding Mortgage Bonds as a portion of the Sinking Fund payment due on these dates.

The Company purchased and retired \$419,000 par value of Ten Year Secured Convertible 7% Gold Notes dated September 1, 1922. These notes were acquired at a cost of \$369,137.62 with the cash turned over to the trustee of the notes for the release of Interborough Rapid Transit Company First and Refunding 5% Gold Bonds at 63.

There was paid off during the year Equipment Trust Certificates, Series C, 6's, \$570,000.

There was also paid off \$1,365 Scrip Certificates for arrears of dividends on stock of Manhattan Railway Company.

The increase in the Sinking Fund for the First and Refunding Mortgage 5% Bonds was as follows:

	Par value
Bonds purchased at cost of \$868,078, exclusive of \$28,471.41 interest, and deposited at par.....	\$1,314,000
Pledged bonds released at 63 and deposited at par.....	574,000
Cash in Fund, July 1, 1929.....	\$32 87
Cash deposited—Part payment of Sinking Fund Obligation	375,136 92
Cash collected—Interest on bonds in Sinking Fund	1,219,225 00
	<hr/> \$1,594,394 79
Less Cash unexpended.....	428 12
Expended by Trustee for Bonds.....	<hr/> \$1,593,966 67
Bonds withdrawn from Special Trust (additional payment into Sinking Fund under this Company's agreement with Bond and Note Holder's Committee).....	667,000
Total	<hr/> <hr/> \$4,793,000

Interborough Rapid Transit Company

All securities in the Depreciation Funds (see note 12, page 298) were acquired during the year.

The Company disposed of \$7,470,000 par value of U. S. Government and Municipal securities during the year, which it had in its possession at June 30, 1929, in connection with the settlement of Objections under Contract No. 3, involving payments to the City of New York and to the Depreciation Funds.

The Company reported changes in other Miscellaneous Investments as follows:

Acquired:

	Par Value	Cost
Sub-station Insurance Reserve:		
Federal and Municipal securities.....	\$14,000	\$14,000 00
Fund for Amortization of Debt Discount and Expense, Manhattan Ry. 2nd Mtge. 4's:		
Manhattan Ry. Cons. 4's.....	5,000	2,516 50
Free Investments:		
Mortgage of W. J. Pfeiffer.....	45,000	45,000 00
Real estate (appraised value of real estate allocated to I. R. T. Co. upon liquidation of New York & Long Island Traction Co.)	—	193,749 42
Received payment of:		
Elevated Extensions Funds:		
Real estate mortgages.....	33,710	33,710 00
Net increase	—	\$221,555 92

The Company also disposed of \$500,000 par value of U. S. Government and Municipal securities, representing temporary investment of funds available for Elevated Extension Certificate and invested \$350,000 in a Bond and Mortgage, previously held as a free investment.

The Company charged to Surplus during the year the sum of \$556,957.21 representing the net loss to the Company incident to the investment in the New York & Long Island Traction Company, after crediting the cost of such investment with the net proceeds realized, including the appraised value of certain real estate allocated to the Interborough Rapid Transit Company upon liquidation, and reflected in the Balance Sheet at \$193,749.42.

The Company received cash advances of \$1,150,000 from the Rapid Transit Subway Construction Company during the year and repaid \$200,000.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	INSTALLED		Retirements
	Original capital	Renewals and replacements	
CONTRACTS NOS. 1 AND 2			
"Fixed Capital, December 31, 1908":			
Electric line construction.....	.....	.....	\$986 89
Power plant equipment.....	.....	.....	1,100 00
Fixed Capital Installed since December 31, 1908:			
Distribution system.....	¹ Cr \$530 17	.....	Dr 3,000 00
Power plant electric equipment..	.....	1,155 00	.....
Miscellaneous equipment.....	.....	7,287 45	.....
Total, Contracts Nos. 1 and 2	Cr \$530 17	\$8,442 45	Dr \$913 11

Interborough Rapid Transit Company
Fixed Capital Changes during Year—Concluded

CONTRACT NO. 3 AND RELATED CERTIFICATES

Fixed Capital Installed since December 31, 1908:			
Other intangible street railway capital	\$578,509 23		
Right of way.....	3,547 20		
Grading	10,817 50		
Special work.....			Dr \$25,002 00
Tunnels	13,826 05		
Elevated structures and foundations	Cr 29,996 31		
Interlocking and other signal apparatus	600,198 24		
Underground conduits.....	1,295 63		
Transmission system.....	Cr 8 82	\$41,642 48	
Distribution system.....	18,698 24		
Shops and car houses.....	8,336 54		
Stations, waiting rooms and miscellaneous buildings.....	31,537 02		
Furnaces, boilers and accessories.	Cr 8,142 62		
Steam engines.....	Cr 950 00	950 00	
Power plant electric equipment..	Cr 1,246 55	146 46	300 00
Miscellaneous power plant equipment		Cr 360 15	
Sub-station equipment.....	3,600 97	23,053 77	
Shop equipment.....	7,866 09		
Revenue cars.....	Cr 5,124 50		Dr 1,250 00
Electric equipment of cars.....	Cr 43,491 27	14,944 09	
Engineering and superintendence.	30,794 20		
Law expenditures during construction	Cr 194 01		
Injuries during construction.....	27,437 25		
Interest during construction.....	356,669 99		
Miscellaneous construction expenditures	Cr 66,602 64		
Total, Contract No. 3 and Related Certificates.....	\$1,537,377 43	\$80,376 65	Dr \$25,952 00
Grand total.....	\$1,536,847 26	\$88,819 10	Dr \$26,865 11

Expenditures under Contract No. 3 and Related Certificates

Contract No. 3:		
Contribution to Construction.....		\$7,668 17
Equipment		874,863 19
Manhattan Third Tracking:		
Plant and Structure.....		20,223 57
Elevated Extensions:		
Plant and Structure.....		15,022 88
Equipment		Cr 7 40
Manhattan Division Power Plant.....		2,728 38
Additions to Contract No. 3:		
Construction		26,718 94
Equipment		620,735 76
Additions to Company Lines:		
Plant and structure.....		16,017 32
Equipment	Cr	32,647 27
Additions to Manhattan Division Power Plant.....	Cr	13,946 11
Replacements:		
Replacement of Equipment, Contract No. 3.....		79,426 65
Manhattan Division Power Plant.....		950 00
Total		\$1,617,754 08

¹ Net of Original capital, Cr \$686.56 and Additions and betterments, \$156.39.

Interborough Rapid Transit Company
Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw. hrs.	Amount credited to revenue	Amount debited or (Cr) credited to expense
SUBWAY DIVISION			
<i>Bought</i>			
United Electric Light & Power Co., A. C.	1 30,770	.....	\$21,143 64
New York Edison Co., A. C.	1 5,188	.....	3,896 04
Brooklyn Edison Co., A. C.	1 9,974	.....	4,624 80
New York & Queens Elec. L. & P. Co., A. C.	1 130	.....	500 00
Long Island R. R. Co., D. C.	13,770	.....	550 80
New York Central R. R. Co., A. C.	3,535	.....
Other D. C.	863	.....	21 21
Total	64,230	.....	\$30,736 49

<i>Exchanged</i>			
Received from Manhattan Div.:			
A. C.	432,310,743	.....	\$3,003,079 26
D. C.	30,781,269	.....	320,338 09
Delivered to Manhattan Div.:			
A. C.	5,858,175	.....	Cr 57,963 96
D. C.	112,200,344	.....	Cr 1,191,477 46
Received from Manhattan Div.—Net.	345,033,493	.....	\$2,073,975 93

<i>Sold</i>			
New York & Queens Co. Ry. Co., Recr., A. C.	15,669,300	\$142,149 16	.....
New York Railways Corp., A. C.	281,356	2,545 27	.....
New York Rapid Transit Corp.:			
A. C.	7,378,031	73,168 75	.....
D. C.	2 106,847,680	1,237,311 91	.....
City of N. Y., Dept. of Water Sup- ply, Gas & Elec.:			
A. C.	10,680	313 44	.....
D. C.	13,848	406 56	.....
Pennsylvania R. R. Co., A. C.	N. R.	1,400 00	.....
Other A. C.	48,065	281 02	.....
Other D. C.	313	10 13	.....
Total	130,249,273	\$1,457,586 24	.....

MANHATTAN RAILWAY DIVISION

<i>Bought</i>			
United Electric Light & Power Co., A. C.	1,033	.....	\$72 31
New York Central R. R. Co., A. C.	2,513	.....	75 39
D. C.	(1)	.....	28 00
Total	3,546	.....	\$175 70

For Power Exchanged see Subway Division above

<i>Sold</i>			
New York Railways Corp.:			
A. C.	58,970,486	\$535,024 70	.....
D. C.	784,605	10,417 52	.....
New York Central R. R. Co., A. C.	9,098	5,244 45	.....
Second Ave. R. R. Corp., D. C.	1,282,260	32,942 17	.....
Eighth & Ninth Aves. Ky. Co., Recr., D. C.	1,486,888	38,380 97	.....
Other D. C.	2,100	105 00	.....
Total	62,535,437	\$622,114 81	.....

¹ Minimum charge contracts.

² Exclusive of 15,883,647 kw. hrs., D. C., used by New York Rapid Transit on Astoria-Flushing Lines.

Interborough Rapid Transit Company

Corporate Surplus

Credit balance at beginning of year.....		\$20,559,979 35
Net corporate income for year.....		627,372 40
Other credits:		
Cancellation of "Federal Income Taxes" against the Subway Division of June 30, 1929, in excess of the amounts paid....	\$1,509,848 26	
Removal from Profit and Loss Account the dividend rental heretofore accrued on 556,490 shares of Manhattan Railway Company Stock assenting to the "Plan of Readjustment" dated May 1, 1922, covering the period from July 1, 1927, to June 30, 1929.....	4,869,287 50	
Cancellation of State Capital Stock Taxes accrued in excess of payments covering the year ended October 31, 1919.....	52,500 00	
Credit to cover refund of charges.....	59 24	
Refund from George Christie being amount he defrauded the Manhattan Railway Company by the use of other companies' ticket	100 00	
Refund for taxes upon leasehold property of Manhattan Ry. Co. at 50 Park Place and 34 Murray Street, N. Y.....	126 09	6,431,921 09
Total credits		\$27,619,272 84

Debits:

Cost of Material and Supplies as at June 30, 1929, applicable to Contract No. 3 as per Agreement of Aug. 30, 1929, between the Transit Comm. and the Company..	\$1,561,356 96	
Cost of Securities deposited with State In- dustrial Commission in connection with Workmen's Compensation allocated to to Contract No. 3 to June 30, 1929....	653,000 00	
Agreement as of Aug. 30, 1929, establishes the amount of Deprecia- tion for the period from Jan. 1, 1919, the date of beginning of operation under the Contract No. 3 lease up to and including June 30, 1929, at....	\$3,685,987 75	
Accrued to June 30, 1929	2,513,829 60	1,172,158 15
Amount paid to City of New York as rental under Contract No. 3 as per Agreement of August 30, 1929.....	5,886,342 30	
Expenditures in excess of 14% of revenue on Manhattan Division from July 1, 1917, to June 30, 1929, amounting to \$12,663,409.74 and \$164,667.44 expended for Replacements not heretofore charged against the Income of the Company....	12,828,077 18	
Amount of Manhattan Railway dividend rental authorized payable on October 21, 1929, by resolution adopted by Board of Directors for quarterly instalments due January 1, 1928 and April 1, 1928.....	1,391,225 00	

Interborough Rapid Transit Company

Corporate Surplus—Concluded

Amount of Manhattan Railway dividend rental authorized payable on December 17, 1929, by resolution adopted by Board of Directors for quarterly instalment due July 1, 1928.....	695,612 50	
Amount of Manhattan Railway dividend rental authorized payable January 2, 1930, by resolution adopted by Board of Directors for account of quarterly instalment due October 1, 1928.....	222,596 00	
Amount of Manhattan Railway dividend rental authorized payable on April 1, 1930, by resolution adopted by Board of Directors for quarterly instalment due October 1, 1928.....	222,596 00	
Amount paid for expenditures incurred in 1908	73 62	
Amount credited "Other Suspense" representing payments to Stone & Webster for services and expenses preparatory to presenting before the Arbitration Board set-up under Contract No. 3 to determine amount of depreciation during the year ended June 30, 1920.....	9,578 74	
Cost of Indemnity Bond, Park Avenue Operating Company, Inc., paid to R. C. Rathbone & Son, Inc.....	500 00	
Net loss to this Company incident to the investment in the New York & Long Island Traction Company after crediting the cost of such investment with the net proceeds realized, including the appraised value of certain real estate allocated to this Company upon liquidation, and reflected in the Balance Sheet at \$193,749.42	556,957 21	
Total debits		\$25,200,073 66
Credit balance; June 30, 1930.....		\$2,419,199 18

Officers.—President and General Manager, Frank Hedley; Vice-President and Assistant to President, E. E. Starbard; Secretary and Treasurer, H. M. Fisher; Assistant Secretary, A. C. Wigren; Assistant Treasurers, J. A. McGurgan and E. W. Sayre; Auditor, Frank Samuelson; Comptroller, H. T. Berry; General Counsel, J. L. Quackenbush; Claim Agent, James F. Smith; Assistants to General Manager, J. S. Doyle and George Keegan; Chief Engineer, George H. Pegram; Purchasing Agent, O. O. Dixon.

Directors.—Edward J. Berwind, Chairman; Abel E. Blackmar, Mortimer N. Buckner, P. J. Connolly, Charles E. Dunlap, Frederick H. Ecker, H. M. Fisher, Frank Hedley, Herman A. Metz, William W. Niles, Thomas I. Parkinson, Robert C. Rathbone, Samuel W. Reyburn, William Roberts, F. DeC. Sullivan, E. E. Starbard, W. Findlay Downs, Finlay J. Shepard.

Main Business Office.—165 Broadway, New York City.

Report verified by Frank Hedley, President, September 29, 1930.

JAMAICA CENTRAL RAILWAYS, INC.

Organized March 22, 1926. Acquired the franchises and other property of the Long Island Electric Railway Company, and began operation April 5, 1926.

Important Changes during Year.—The Company disposed of public utility bonds and preferred stock, par value, \$20,000, cost \$19,700 and miscellaneous preferred stock, par value, \$22,500, cost, \$21,300; net decrease in Miscellaneous Investments, par value, \$42,500; book value, \$41,000.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Fixed Capital Installed Since Dec. 31, 1908:	Installed	Retired
General office buildings and fixtures.....	\$31 65	.....
Shop equipment	89 66	.....
Miscellaneous equipment:		
Ford Sedan purchased and old car disposed of..	608 33	\$594 25
Total changes	<u>\$729 64</u>	<u>\$594 25</u>

Power Bought.—From New York & Queens Electric L. & P. Co., 4,474,300 kw. hrs. A. C. at an average price of 1.55 cents per kw. hr., \$69,162.17, and from Long Island R. R. Co., 8,400 kw. hrs. D. C. at an average price of 4 cents per kw. hr., \$336.00; total, \$69,498.17 charged to operating expenses. These figures exclude 197,035 kw. hrs. estimated by Div. of Statistics & Account of this Commission as used by respondent on tracks of the Brooklyn & Queens Transit Corp.

Corporate Surplus

Credit balance at beginning of year.....	\$134,663 55
Net corporate income for year.....	65,220 41
Dividend on State Insurance premium.....	3,587 25
Profit from sale of securities.....	4,931 60
Miscellaneous	14 48
Total credits	<u>\$208,417 29</u>
Deductions:	
Dividends:	
\$4 per share on 12,000 shares.....	\$48,000 00
Net credits to Paving Reserve.....	17,215 40
Adjustments for prior periods.....	2,455 13
	<u>67,670 53</u>
Credit balance, June 30, 1930.....	<u><u>\$140,746 76</u></u>

Officers.—President, H. Pushae Williams; Vice-President, P. A. Rowley; Secretary, Lorne E. Rowley; Treasurer, Harry L. Dayton; Auditor, John Browne; General Counsel, Williams and Rathgeber; Claim Agent, William Mithren; General Manager and General Purchasing Agent, W. E. Ross; General Superintendent, H. Weissman.

Directors.—H. Pushae Williams, P. A. Rowley, Eugene J. Noyes, Alexander Johnston, Lorne E. Rowley, Robert M. Catharine, Harry L. Dayton, Fred A. Heess, Frank T. Pender.

Main Business Office.—107-16 New York Avenue, Jamaica, N. Y.

Report verified by William E. Ross, General Manager, September 29, 1930.

KINGSBRIDGE RAILWAY COMPANY

LESSOR

Incorporated January 25, 1898. The Third Avenue Railway Company owns all of the capital stock and operates the property.

Important Changes during Year.—None.

Corporate Surplus.—The balance sheet shows a Surplus of \$5,052.98. The income statement shows no report, as the respondent accrues no rental from lease of road, the proposed lease to the Third Avenue Railway Company not having received the approval of the Public Service Commission (see Case 780, December 8, 1908). The respondent accrues no interest on its notes to the Third Avenue Railway Company.

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuistion; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, S. W. Huff, L. F. Straus, J. W. Platten, J. H. Seaman, W. C. Ewen.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

MANHATTAN AND QUEENS TRACTION CORPORATION

Incorporated November 2, 1912 as a reorganization of the South Shore Traction Company (incorporated March 2, 1903). On November 15, 1917 Receivers were appointed, who operated the property until May 3, 1929, when possession was transferred to the corporation.

Frank J. Petura holds subscription rights to 192 shares of stock and W. W. Lowe, F. H. Adler, H. L. O'Brien, B. Waller Duncan, L. G. Coleman, R. F. Carbutt, C. B. Wedum and W. B. S. Winans, each holds subscription rights to one share.

Important Changes during Year.—A payment of \$120,000 account of interest accrued on judgment of Gas and Electric Securities Corporation was made during the year.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Installed:	
General office buildings and fixtures.....	\$119 38
Retired:	
Rails, rail fastenings and joints:	
Removal of Special Work at Van Dam Street.....	\$1,707 16
Construction Suspense:	
Retirements from original construction cost.....	7,541 58
Total retired	\$9,248 74
Net decrease in Fixed Capital.....	\$9,129 36

Power Bought and Exchanged.—From Long Island R. R. Co., D. C. at a minimum charge of \$41.67 per month, \$500.04; from New York & Queens Electric Light & Power Co., 3,878,120 kw. hrs. D. C. at 2.048 cents per kw. hr., \$79,420.07; total, \$79,920.11, charged to Power purchased. From Brooklyn & Queens Transit Corp., at 1 cent per car trip (estimated by Division of Statistics and Accounts as 27,308 kw. hrs.) \$954.10, charged to Power exchanged.

Manhattan and Queens Traction Corporation

Corporate Deficit

Deficit at beginning of year.....	\$881,750 56
Net corporate loss for year.....	49,718 30
Retirement of roadway, track and overhead material which was discarded from relocation of tracks by the City—cost less salvage, charged half to Surplus and half to Reserve..	4,705 23
Deficit, June 30, 1930.....	\$936,174 09

Officers.—President, W. W. Lowe; Vice-Presidents, R. F. Carbutt and B. Waller Duncan; Secretary and Treasurer, F. H. Adler; Assistant Secretary and Assistant Treasurer, W. F. Anderson; General Counsel, Frueauff, Robinson and Sloan; Claim Agent, Henry Schomber; General Manager and Purchasing Agent, B. Waller Duncan; General Superintendent, W. M. Tillotson.

Directors.—Henry L. O'Brien, B. Waller Duncan, F. H. Adler, L. G. Coleman, C. B. Wedum, W. W. Lowe, W. B. S. Winans, R. F. Carbutt, F. J. Petura.

Main Business Office.—Crescent Plaza Building, Long Island City, N. Y.

Report verified by B. Waller Duncan, Vice-President and General Manager, September 30, 1930.

MANHATTAN BRIDGE THREE CENT LINE

Incorporated December 30, 1909. On November 13, 1929, the franchise was purchased by the City of New York and operation discontinued. See *Important Changes during Year* below.

Control of the Company is vested in three voting trustees, Walter Hammitt, Charles C. Tompkins and Frederick W. Rowe, for a third term of five years, terminating November 1, 1930.

Important Changes during Year.—The sale of the franchise, equipment and property in streets to the City of New York per resolution adopted by the Board of Estimate and Apportionment, March 21, 1929, and approved by the Mayor April 27, 1929, was completed November 13, 1929, on which date respondent discontinued operation.

The City purchased for the sum of \$206,760.29 the following:

- 16 Trolley cars.
- 1 Street sweeper.
- 1 Work car.
- 1 Electric auto truck.
- Trolley wires in street.
- Electric conduits and cables.
- Special work and respondent's interest, if any, in pavement.
- Franchise granted by contract dated July 10, 1912 and amended by contracts dated December 2, 1913 and January 30, 1915.

The Company credited Fixed Capital with the cost of this property, as follows:

Franchise	\$7,500 00
Intangible street railway capital.....	81,817 76
Right of way.....	9,260 00
Ties	3,096 43
Rails, rail fastenings and joints.....	8,818 96
Special work	15,584 74
Track laying and surfacing.....	36,772 32
Paving	32,538 49
Crossings, fences and signs.....	335 96
Telephone line	641 94
Poles and fixtures.....	2,602 25
Underground conduits	8,440 47
Distribution system	28,155 31

Manhattan Bridge Three Cent Line

Credits to Fixed Capital % property sold—Concluded:

Stations, waiting rooms and miscellaneous buildings.....		\$1,228 15
Revenue cars (16 Revenue cars and 1 work car).....		77,382 00
Electric equipment of cars.....		34,836 65
Other rail equipment (sweeper).....		1,174 00
Miscellaneous equipment (electric auto truck).....		2,944 64
Engineering and superintendence.....		6,213 05
Taxes during construction.....		645 10
Miscellaneous construction expenditures.....		2,988 32
Total		\$362,976 54
Accrued Amortization of Capital ¹	\$136,832 49	
Depreciation	43,631 17	180,463 66
Net cost of property sold to City		\$182,512 88

In addition the Company withdrew during the year Fixed Capital amounting to \$15,421.78.

The Company acquired during the year Guaranteed First Mortgage Bonds, par value and cost, \$240,000, and disposed of U. S. Liberty bonds and First Mortgage Bonds, par value, \$15,000, cost, \$15,057.66; book value of Real Estate held was increase by \$1,682.10 % legal fees, etc.; net increase in Miscellaneous Investments, par value, \$225,000, book value, \$226,624.44.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$476,695 15	Fixed Capital—Gross Investment....	\$98,296 83	D \$378,398 32
71,642 73	Less Accrued amortization of capital....	26,193 07	D 45,449 66
\$405,052 42	Fixed Capital—Net Investment....	\$72,103 76	D \$332,948 66
\$173,669 23	Miscellaneous Investments.....	\$400,293 67	\$226,624 44
	Current Assets:		
\$46,821 42	Cash	\$7,218 86	D \$39,602 56
1,620 40	Accounts receivable.....	230 98	D 1,389 42
1,200 85	Interest and dividends receivable....	3,831 47	2,630 62
\$49,642 67	Total current assets.....	\$11,281 31	D \$38,361 36
6.072 65	Materials and Supplies.....		D 6,072 65
\$55,715 32	Total floating capital.....	\$11,281 31	D \$44,434 01
\$1,444 86	Prepayments	\$635 27	D \$809 59
\$635,881 83	Total Assets.....	\$484,314 01	D \$151,567 82
	LIABILITIES AND CAPITAL		
\$450,000 00	Capital Stock.....	\$450,000 00	
	Unfunded Debt:		
\$15,564 26	Taxes accrued.....	\$949 68	D \$14,614 58
2,646 80	Miscellaneous accounts payable....		D 2,646 80
3,026 85	Dividends declared.....	5,625 00	5,625 00
	Due for wages and salaries.....		D 3,026 85
\$21,237 91	Total unfunded debt.....	\$6,574 68	D \$14,663 23
	Reserves:		
\$133,463 77	Accrued Amortization of Capital Under Cases 1550 and 1802.....	\$1,172 78	D \$132,290 99
26,301 24	Casualties and Insurance Reserve....	24,544 97	D 1,756 27
573 20	Other		D 573 20
\$160,338 21	Total	\$25,717 75	D \$134,620 46
\$4,305 71	Corporate Surplus.....	\$2,021 58	D \$2,284 13
\$635,881 83	Total Liabilities and Capital.....	\$484,314 01	D \$151,567 82

¹ Under Cases 1550 and 1802 for the cost of intangibles and the amortization of the Company's property which reverts to the City upon the expiration of the franchise.

Manhattan Bridge Three Cent Line

Corporate Surplus

Credit balance at beginning of year.....		\$4,305 71
Net corporate income for period July 1 to Nov. 13, 1929.....		4,058 16
Profit on Sale of Property to City of New York:		
Amount received	\$206,760 29	
Net cost (see <i>Important Changes during Year</i> above)	182,512 88	24,247 41
Profit on sale of securities.....		69 84
Adjustment of bill, 1929.....		117 26
Total credits		\$32,798 38
Deductions:		
Dividends declared—3¾% on \$450,000 (of which 1¼% payable July 1, 1930).....	\$16,875 00	
Loss on Fixed Capital withdrawn.....	8,478 97	
Materials and Supplies.....	5,327 60	
Other adjustments	95 23	30,776 80
Credit balance, June 30, 1930.....		\$2,021 58

Officers.—President, Frederiek W. Rowe; Vice-Presidents, Frederick D. MacKay and Charles C. Tompkins; Secretary and Treasurer, Walter Hammitt; Auditor (appointed), J. Lee Nicholson and Co.; General Counsel, Latson and Tambllyn.

Directors.—Frederick W. Rowe, Walter Hammitt, Frederick D. MacKay, John C. Brackenridge, Simon J. Harding, Stanley P. Jadwin, William F. New, Chas. C. Tompkins, Thomas P. Peters, Frank H. Tyler, E. M. Horwill, George Wm. Rasch, Arthur L. J. Smith, Michael Furst, John V. Jewell.

Main Business Office.—333 Gold Street, Brooklyn, N. Y.

Report verified by Walter Hammitt, Secretary and Treasurer, September 12, 1930.

MANHATTAN RAILWAY COMPANY

Incorporated December 29, 1875. Leased January 1, 1903, effective April 1, 1903, to the Interborough Rapid Transit Company for a term of 999 years from November 1, 1875. Terms of the lease were modified under the Plan of Readjustment dated May 1, 1922, effective July 1, 1922.

Stockholders.—Total voting power of all members of the respondent, 599,999. The twenty principal stockholders with their voting powers, were as follows: Hayden, Stone & Co., 37,953; Arthur Lipper & Co., 21,090; H. Hentz & Co., 14,850; Eddy & Co., 11,113; J. S. Bache & Co. 10,710; Meredith C. Laffey, 10,500; Rockefeller Foundation, 10,000; Wood, Low & Co., 8,453; Nathan L. Amster, 8,300; Neilson, Burrill & Co., 6,000; Martin L. Cohn Co., 5,800; Otis & Co., 5,755; University of Chicago, 5,705; Clark, Childs & Co., 5,645; Ray G. Holt, 5,500; Abbott, Hoppin & Co., 5,400; Schirmer, Atterton & Co., 5,400; Frank T. Hayes, 4,000; Horace E. Whitney, 4,513; Lee, Doyle & Co., 4,000.

Important Changes during Year.—Company reacquired and cancelled \$4,675 par value of Registered Bond Certificates.

No new powers or franchises were acquired.

Manhattan Railway Company*Corporate Surplus*

Credit balance at beginning of year.....	\$7,553,122 03
Net corporate income for year.....	2,859,717 08

Total credits	\$10,412,839 11
Dividends declared:	

7% on 43,510 shares of non-assenting stock. \$304,570 00

\$4.55 per share on 556,490 shares of modified guarantee stock—\$1.25 per share for each of the quarters ended Dec. 31, 1927, March 31, 1928 and June 30, 1928, and \$.80 per share for the quarter ended Sept. 30, 1928 2,532,029 50 2,836,599 50

Credit balance, June 30, 1930.....	\$7,576,239 61
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Officers.—President, William Roberts; Vice-President, James F. Hughes; Secretary and Treasurer, P. V. Trainque; Auditor, Boyce, Hughes & Farrell; General Counsel, William Roberts.

Directors.—T. I. Parkinson, F. J. Shepard, F. Strauss, W. Roberts, W. D. Embree, J. F. Hughes, R. Anderson, A. Skitt, F. M. Gould, H. G. M. Kelleher, J. Nordhouse, J. B. Clark, P. V. Trainque.

Main Business Office.—165 Broadway, New York City.

Report verified by P. V. Trainque, Secretary and Treasurer, October 3, 1930.

MID-CROSTOWN RAILWAY COMPANY, INC.

(NOT OPERATED)

Incorporated February 14, 1912 as a reorganization of The Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, which was incorporated September 30, 1896. The Company is controlled by the Third Avenue Railway Company, which acquired all of its capital stock on April 17, 1914. Operation of this road was discontinued August 8, 1919.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$142,347 10	Fixed Capital Installed since December 31, 1908.....	\$142,347 10	.....
2,174 83	Less Accrued amortization of capital	2,389 20	\$214 37
<u>\$140,172 27</u>	Total Assets.....	<u>\$139,957 90</u>	<u>D \$214 37</u>
LIABILITIES AND CAPITAL			
\$150,000 00	Common Stock.....	\$150,000 00	.....
	Unfunded Debt:		
\$2,149 42	Taxes accrued.....	\$2,149 42	.....
190,194 97	Working advances due associated companies.....	189,980 60	D \$214 37
3,560 00	Miscellaneous accounts payable.....	3,505 78	D 54 22
<u>\$195,904 39</u>	Total unfunded debt.....	<u>\$195,635 80</u>	<u>D \$268 59</u>
\$404 21	Casualties and Insurance Reserve.....		D \$404 21
D \$206,136 33	Corporate Surplus or (D) Deficit.....	D \$205,677 90	\$458 43
<u>\$140,172 27</u>	Total Liabilities and Capital....	<u>\$139,957 90</u>	<u>D \$214 37</u>

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. Thompson; Secretary, V. McQuistion; Assistant Secretary, C. P. Segar; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, J. F. Seaman, A. S. Webb.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

NASSAU ELECTRIC RAILROAD COMPANY

See Brooklyn & Queens Transit Corporation, page 341.

NEW YORK AND HARLEM RAILROAD COMPANY

Incorporated April 25, 1831. The company is controlled by the New York Central Railroad Company, which acquired a majority of the capital stock February 17, 1912. The controlling company operates the "steam railroad" portion of the respondent's property under a lease expiring April 1, 2274, paying an annual rental of \$1,420,000.

Important Changes during Year.—Agreement with the City of New York, Department of Street Cleaning, dated November 25, 1929 and expiring April 15, 1930, whereby the respondent agrees to remove snow and ice from certain areas, thereby being relieved from such duty elsewhere.

Vice-President John L. Burdett, deceased, James H. Hustis and Malcolm R. Connell were appointed Vice-Presidents, December 4, 1929. F. P. Farrell was appointed Auditor February 15, 1930 upon the resignation of H. K. Rulison.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Expenditures for Principal Projects:

Application of circuit breakers on 21 revenue cars.....	\$176 52
Application of simplex safety device on 55 revenue cars....	8,005 03
One 4-motor car converted into flat car.....	279 71
Total	\$8,461 26
Of which charged to	
Revenue cars	186 42
Electric equipment of cars.....	8,274 84

Power Bought

NAME OF COMPANY	Number of kw. hrs. D. C.	Average price per kw. hr. (cents)	Total, charged to operating expenses
New York Railways Corp.....	7,890,895	2.579	\$203,504 64
Second Avenue R. R. Corp.....	81,503	2.464	2,008 64
Third Avenue Ry. Co.....	9,242	2.556	236 20
Total	¹7,981,640	2.578	¹\$205,749 48

Corporate Deficit

Deficit at beginning of year.....	\$1,814,157 94
Dividends:	
On common stock.....	\$865,605 00
On preferred stock.....	134,395 00
	1,000,000 00
Bad debts written off.....	494 95
Total debits	\$2,814,652 89
Net corporate income for year.....	497,026 24
Deficit, June 30, 1930.....	\$2,317,626 65

¹ Excludes 105,982 kw. hrs., D. C., used for lighting shops, etc., \$2,708.53, charged to operating expense accounts other than Power.

New York and Harlem Railroad Company

Officers.—President, Patrick E. Crowley; Vice-Presidents, Albert H. Harris, James H. Hustis and Malcolm R. Connell; Secretary, Edward F. Stephenson; Assistant Secretary, Joseph M. O'Mahoney; Treasurer, Harry G. Snelling; Auditor, F. P. Farrell; Comptroller, William C. Wishart; Claim Agent, R. J. O'Neill; Manager, R. E. McDougall; Superintendent of Transportation, S. Sachs; Chief Engineer, Francis B. Freeman; Purchasing Agent, C. S. White.

Directors.—Frederick W. Vanderbilt, William K. Vanderbilt, George F. Baker, Harold S. Vanderbilt, Albert H. Harris, Bertram Cutler, Jackson E. Reynolds, Patrick E. Crowley, Charles B. Seger, Edward S. Harkness, Raymond D. Starbuck, Myron C. Taylor, Charles C. Paulding.

Main Business Office.—466 Lexington Avenue, New York City.

Report verified by E. F. Stephenson, Secretary, September 19, 1930.

NEW YORK AND QUEENS COUNTY RAILWAY COMPANY**OPERATED BY RECEIVER**

Incorporated June 5, 1902, as a consolidation of the New York & Queens County Railway Company (incorporated June 26, 1896) and the Queens Railway (incorporated May 22, 1902). On January 18, 1923 a Receiver was appointed. The Interborough Rapid Transit Company acquired control of this Company on December 29, 1903, through the purchase of a majority of the capital stock. See also corporate history of "Steinway Railways, Receivers, page 408.

Important Changes during Year.—Changes in track mileage were as follows:

	Main track	Sidings and turnouts
Completion of double tracking on Jamaica Line:		
From Jamaica end of St. Mary's Switch to Flushing end of O'Connell's Switch.....	0.47	D 0.06
From Fresh Meadow Road to Kissena Lake.....	0.35	D 0.23
Total changes	0.82	D 0.29

The Transit Commission in Case 2727 authorized the continuance of a 6 cent fare to June 30, 1930.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Additions	Retirements
"Fixed Capital, December 31, 1908":		
"Purchase of Constructed Road".....		\$27,205 57
Electric line construction.....		32,375 52
Total, "Fixed Capital, December 31, 1908"		\$59,581 09
Fixed Capital Installed since December 31, 1908:		
Other street railway land.....	\$16,698 02	
Grading	443 23	
Ties	1,144 25	
Rails, rail fastenings and joints.....	1,157 13	
Track laying and surfacing.....	2,248 33	
Paving	142 70	
Interlocking and other signal apparatus.....	8 70	
Distribution system	352 83	
Shops and carhouses.....		\$18 68
Revenue cars	21,683 83	2,900 00

New York and Queens County Railway Company
Fixed Capital Changes during Year—Concluded

Electric equipment of cars.....	6,446 28	1,600 00
Other rail equipment.....	1,565 87	.....
Miscellaneous construction expenditures.....	43 57	.....
Total, Fixed Capital Installed since Dec. 31, 1908	\$51,934 74	\$4,518 68
Total, Fixed Capital Changes.....	\$51,934 74	\$64,099 77

Expenditures for Principal Projects

Assessment against Woodside Car barn for sewers and appurtenances in Hayes Avenue.....	\$7,014 75
Assessment against Woodside Car barn property for acquiring title to Broadway, from Newtown Road to Queens Blvd....	1,160 82
Assessment for regulating, grading, etc., Willets Point Blvd. from Northern Blvd. to Roosevelt Ave.....	8,522 45
Spare trucks for Jewett car.....	600 00
Purchase of 2 second hand electric snow sweepers.....	1,565 87
Purchase of 10 Auburn and Syracuse cars.....	25,785 12
Installation of safety devices on passenger cars.....	1,744 99
Double tracking Jamaica Line:	
From Jamaica end of St. Mary's Switch to Flushing end of O'Connell's Switch	4,344 49
From Fresh Meadow Road to Flushing end of Fisher's Switch	1,189 10
From North Hempstead Turnpike to Flushing end of St. Mary's Switch	7 15
Total	\$51,934 74

Detail of Retirements

"Fixed Capital, December 31, 1908":		
Decapitalization of North Beach Line.....		\$59,581 09
Fixed Capital Installed since December 31, 1908:		
Reconditioning second floor of car house building	\$18 68	
Retiring 1 passenger car.....	4,500 00	4,518 68
Total		\$64,099 77

Power Bought and Sold

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. (cents)	Total price	Amount credited to revenue	Amount charged to expenses
<i>Power Bought</i> ¹					
I. R. T. Co., A. C.	15,669,300	Various	\$142,149 16	.....	\$142,149 16
Long Island R. R. Co., D. C.	339,690	4.00	13,587 60	.....	13,587 60
N. Y. & Queens Elec. L. & P. Co., D. C.	7,600	1.50	143 48	.....	143 48
Total ¹	16,016,590	—	\$155,880 24	.....	\$155,880 24
<i>Power Sold, D. C.</i>					
Steinway Railways, Receiver... ..	7,033,516	1.55	\$109,019 51	\$109,019 51	.....
I. R. T. Co.	280	Various	3.15	3 15	.....
Jamaica Central Rys.	2 Dr 4,590	—	2 Dr 105 57	2 Dr 105 57	.....
Total.....	7,029,206	—	\$108,917 09	\$108,917 09	.....

¹ Exclusive of 72,693 kw. hrs. used by respondent's cars on others' tracks.

² Includes Dr \$117.30 cancellation of bill rendered in 1929.

New York and Queens County Railway Company

Corporate Deficit ¹

Deficit at beginning of year.....	\$7,498,625	43
Net corporate loss for year.....	210,162	88
Bad debts written off.....	107	12
Judgments, confessed, prior years.....	55,950	00
Income tax assessment, 1925 and interest to June 30, 1929....	1,034	52
Loss on property retired.....	53,566	28
Adjustments of prior periods.....	790	04
Total debits	\$7,820,236	27
Credits:		
Dividend on Compensation Insurance Premium, 1929	\$5,228	56
Cancellation of 1929 Paving Reserve.....	15,000	00
Adjustment of 1929 Special Franchise Tax....	2,792	59
Claim collected	75	00
	23,096	15
Deficit, June 30, 1930.....	\$7,797,140	12

Officers of Corporation.—President, Frank Hedley; Vice-President, E. E. Starbard; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Assistant and Treasurer, J. A. McGurgan; General Counsel, J. L. Quackenbush.

Officers under Receivership.—Receiver, Lincoln C. Andrews; General Manager, E. A. Roberts; Assistant General Manager, J. W. Fisk; General Counsel, H. P. Williams; Treasurer, J. C. Ross; Comptroller, T. A. Crausway.

Directors.—Edward J. Berwind, Chas. E. Dunlap, Frank Hedley, E. E. Starbard, Cornelius Vanderbilt, H. H. Vreeland, Morgan Belmont, H. M. Fisher, A. G. Peacock.

Main Business Office.—36-25th Street, Jackson Heights, N. Y.

Report verified by Edward A. Roberts, General Manager for the Receiver, September 30, 1930.

¹ Combined Deficit of Corporation, Receiver in Foreclosure and Receiver in Sequestration.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY

Incorporated March 24, 1902. The Company is controlled by the Third Avenue Railway Company through ownership of a majority of stock acquired June 28, 1912.

Important Changes during Year.—Changes in track mileage were as follows:

	First track	Running track
On 145th St., Lenox Ave. to Broadway.....	D 0.021	D 0.042
Shortening Crossover on University Ave.....	.....	D 0.002
Realignment of tracks on University Ave.—joint track.	0.001	0.001
Net decrease	<u>D 0.020</u>	<u>D 0.043</u>

Company purchased New York City Corporate Stock, 4¼%, par value and cost \$20,000, which was deposited with the State Industrial Commission.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

	Installed	Retired
Fixed Capital Installed since December 31, 1908:		
Grading	\$12,133 70	.....
Ties	3,045 00	\$66 67
Rails, rail fastenings and joints.....	6,537 43	180 00
Special work .....	.....	1,720 00
Track laying and surfacing.....	2,215 20	1,632 10
Paving	5,751 82	3,834 00
Revenue cars	497 83	98 90
Electric equipment of cars.....	41 15	.....
Total	<u>\$30,222 13</u>	<u>\$7,531 67</u>

Expenditures for Principal Projects

Installation of safety devices on cars.....	\$538 98
Reconstruction:	
University Avenue, 180th St. to Kingsbridge Rd.....	24,043 49
163d Street, Eagle to Stebbins Avenues.....	4,053 14
145th Street, Broadway to Amsterdam Ave.....	693 25
University Avenue, Tremont to Burnside Avenues.....	773 27
Fort Independence St., Sedgwick Ave. to 238th St.....	120 00
Total	<u>\$30,222 13</u>

Detail of Retirements

Fixed Capital Installed since December 31, 1908:	
Retirement of tracks, etc., at intersection of Boscobel Avenue, between University and Ogden Aves.....	\$2,426 67
Retirement of 4,430 ft. of paving and surfacing, University Avenue, 180th St. to Kingsbridge Rd.....	5,006 10
Credit in connection with installation of safety devices on cars	98 90
Total	<u>\$7,531 67</u>

New York City Interborough Railway Company

Power Bought

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. (cents)	Total charged to operating expenses
Third Avenue Ry. Co., A. C.....	15,681	1.24	\$194 42
D. C.....	585,684	1.48	8,664 45
Union Ry. Co., D. C.....	7,481,384	1.46	109,228 19
Yonkers R. R. Co., D. C.....	502,053	1.46	7,329 94
Total	8,584,802		\$125,417 00

Corporate Deficit

Deficit at beginning of year.....		\$749,021 32
Credits:		
Net corporate income for year.....	¹ \$215,545 95	
Refund on State Gross Earnings tax for 1927	7,717 86	
Transportation of letter carriers for 1928 and 1929 (originally credited to Union Ry.)..	13,588 16	
Tickets billed by Union which were never presented for collection.....	4,553 90	
Surplus adjustment of Surface Transporta- tion Corp.	61 52	241,467 39
Deficit, June 30, 1930.....		\$507,553 93

Officers.—President, S. W. Huff; Vice-President, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, S. W. Huff, H. Palagano, J. W. Platten, J. H. Seaman, L. F. Straus, W. C. Ewen.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

¹ Differs from Net corporate income reported in Table XV A, by \$25,124.95, representing respondent's portion (22 per cent) of loss in operation of the Surface Transportation Corporation.

NEW YORK RAILWAYS CORPORATION

Incorporated April 15, 1925. In accordance with Final Decree of Foreclosure and Sale dated May 21, 1924, and Plan and Agreement of Reorganization dated July 18, 1924, the property of the New York Railways Company (which was incorporated December 29, 1911 as a reorganization of the Metropolitan Street Railway Company) and its associated companies passed to the New York Railways Corporation as of midnight April 30, 1925. These associated companies, whose property was generally surrendered in the reorganization and is now held under Operating Agreements, are:

The Bleecker Street and Fulton Ferry Railroad Co.

Broadway and Seventh Avenue Railroad Co.

The Christopher and Tenth Street Railroad Co.

The Forty-second Street & Grand Street Ferry Railroad Co.

Sixth Avenue Railroad Co.

Thirty-fourth Street Crosstown Railway Co.

Twenty-third Street Railway Co.

The respondent has direct control over all these companies through the ownership of a majority of the capital stock of each.

Stockholders.—All of the common stock of the respondent is owned by the Fifth Avenue Coach Company which acquired it through purchase August 25, 1926. The principal holders of preferred stock and the number of shares owned by each are as follows:

Trustees under Stock Trust Agreement dated as of April 18, 1925 between the Trustees of the New York Railways Corporation and the registered holders from time to time of stock trust certificates issued thereunder.....	57,641
Hayden, Stone & Company.....	5,128
Lee & Company.....	5,112
Jackson & Curtis.....	3,642
Wood, Low & Company.....	3,525
Wm. Carnegie Ewen.....	3,359
Thomas Cunningham.....	3,350
Wonham, Albert & Company.....	3,287
Jonathan W. Sherwood.....	1,709
Rebre & Vogel.....	1,600
J. R. Williston & Company.....	1,500
Edward C. DeVarennues.....	1,500
Jenks, Gwynne & Company.....	1,470
Kenneth Outwater.....	1,400
Henry W. Breyer.....	1,400
Newborg & Company.....	1,251
Board of Trustees of Leland Stanford Jr. University.....	1,250
Joseph Rieder.....	1,145
H. Content & Company.....	1,000
Leo H. Wise.....	1,000

New York Railways Corporation

Important Changes during Year.—Decreases in track mileage were as follows:

	First track	All track
New York Railways:		
23d Street, East River to Avenue "A".....	0.087	0.171
125th Street, Broadway to Amsterdam Ave.....	0.155	0.316
Dey Street, Washington to Greenwich Sts.....	0.036	0.036
Greenwich Street, Washington to Dey Sts.....	0.039	0.039
17th and 18th Sts., from Ave. "A" to Ave. "C".....	0.552	0.552
Bleecker St. & Fulton Ferry:		
Canal Street, Centre St. to Broadway.....	0.144	0.287
Canal Street, Centre St. to Bowery.....	0.089	0.178
42d St. & Grand St. Ferry:		
1st St., from Ave. "A" to Norfolk St.; 2nd St., from Ave. "D" to Ave. "B"; Cannon St., from Houston to Broome Sts.	0.636	0.636
Houston St., from Goerck to Lewis Sts.; Goerck St., from Grand to Houston Sts.; Second St., from Lewis St. to Ave. "D".....	0.148	0.148
Sixth Avenue:		
Canal St., Broadway to Varick St.—joint track.....	0.160	0.326
Sixth Ave., Carmine and Varick Sts., from 3rd to Canal Sts.	0.661	1.334
Chambers St., Church St. to West Broadway.....	0.063	0.063
Total decrease	2.770	4.086

Company reacquired \$88,000 par value of Prior Lien Mortgage 6% Gold Bonds at a cost of \$55,317.50. Of this amount, \$81,000 par value of bonds were cancelled.

The Company also acquired for the Sinking Fund under the Central Crosstown Purchase 6% Mortgage \$10,100 par value of Central Crosstown Purchase Mortgage 6% Gold Bonds at a cost of \$10,062.13.

There was acquired and deposited during the year under the Plan of Reorganization, stock of subsidiary companies, as follows:

	Shares of stock
Broadway & Seventh Ave. R. R. Co.....	279
Christopher & Tenth St. R. R. Co.....	234
Sixth Avenue R. R. Co.....	24

Changes in Miscellaneous Investments were as follows:

	Par value	Cost
Acquired:		
Bonds of Associated Companies:		
34th St. Crosstown Ry. 1st Mtge. 5's.....	\$61,000 00	\$17,930 00
Second Avenue R. R. Corp. Stock ¹	852 shares	48,692 24
Securities of Independent Corporations.....	857,000 00	849,346 88
Government securities	70,000 00	69,892 03
Total acquired	—————	\$985,861 15
Disposed of:		
Securities of Independent Corporations.....	\$700,000 00	\$703,925 69
Government securities	275,000 00	275,545 16
Received payment of:		
Bond and mortgage (William D. Kilpatrick). ..	5,000 00	5,000 00
Total disposed of.....	\$980,000 00	\$984,470 85
Net increase in Miscellaneous Investments.....	—————	2 \$1,390 30

No new powers or franchises were acquired.

¹ Received in payment of indebtedness of \$48,692.24 to New York Railways and Receiver thereof and New York Railways Corporation.

² During the year the Company transferred from Miscellaneous Investments to Suspense, \$607,798.00, representing Unacquired Stock of Controlled Companies.

New York Railways Corporation
Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
Organization		\$9,257 00
Transmission system		20,631 00
General office buildings and fixtures		61 00
Revenue cars		21,550 00
Electric equipment of cars		49,100 00
Miscellaneous equipment	1 \$1,595 86	4,721 00
Engineering and superintendence		3,649 00
Law expenditures during construction		641 00
Taxes during construction		364 00
Interest during construction		1,207 00
Miscellaneous construction expenditures		2,270 00
Total	\$1,595 86	\$113,451 00

Details of Retirements

5 P.A.Y.E. and 1 open car scrapped	\$25,082 00
6 complete electric sets and 82 G. E. 57 motors scrapped	57,148 00
2 electric trucks scrapped	5,494 00
1 typewriter	67 00
Unused A. C. feeder cable pulled out of ducts at various locations and sold as scrap or returned to stock	25,660 00
Total	\$113,451 00

Power Bought, Sold and Exchanged

	Total number of kw. hrs.	Average price per kw. hr. (cents)	Total amount	Amount credited or (Dr) debited to revenue	Amount debited or (Cr) credited to expenses
<i>Power Bought</i>					
Interborough Rapid Transit, A. C.	59,251,841	0.9153	\$542,306 63		\$542,306 63
Interborough Rapid Transit, D. C.	784,605	1.3520	10,608 14		10,608 14
<i>Power Sold and Exchanged</i>					
Delivered to Third Ave. Ry. System, D. C.	79,483	2.6079	2,072 85		² Cr 2,072 85
Less Power received from Third Avenue Ry. System, D. C.	72,112	2.6039	1,877.73		² 1,877 73
Delivered to Eighth & Ninth Aves. Ry., Recr., D. C.	5,004,393	2.5880	129,515 14	\$83,774 35	Cr 45,740 79
Less Power received from Eighth & Ninth Aves. Ry., Recr., D. C.	154,972	2.6035	4,034 65	Dr 2,614 99	1,419 66
Second Avenue R. R., D. C.	5,117,884	2.5946	132,906 13	86,077 29	Cr 46,828 84
New York & Harlem R. R. Co., D. C.	7,913,092	2.5984	205,611 13	133,243 27	Cr 72,367 86
621 Broadway, D. C.	62,434	3.5000	2,185 19	2,185 19	
621 Broadway, A. C.	169,640	3.5000	5,937 40	5,937 40	
Miscellaneous, D. C.	16,838		776 70	776 70	
Total				\$309,379 21	³ \$389,201 82

¹ Purchase of truck for use of Cable Dept., \$1,350, and additional charge on purchase of General Motors Bank Wagon, \$245.86; total, \$1,595.86.

² Power exchanged.

³ Includes \$195.12 credited to Power exchanged.

New York Railways Corporation

Corporate Surplus

Credit balance at beginning of year.....	\$1,281,742	55
Net corporate income for year.....	¹ 31,628	46
Other additions:		
Gain on securities sold or redeemed.....	\$1,434	05
Discount realized on \$88,000 par value Prior Lien 6% Mortgage Bonds reacquired.....	32,682	50
Discount realized on Central Crosstown Bonds purchased by Trustee.....	37	87
Account of Labor and Materials furnished other companies and Material sold from Stock	8,013	06
Adjustments applicable to prior periods:		
Sale of power.....	36	24
Power purchased and exchanged.....	3,858	79
Operation of cars.....	325	03
Taxes assignable to street railway operations	41,088	04
Non-operating taxes	627	06
Track and terminal privileges.....	539	74
Interest on funded debt.....	1,500	00
	<hr/>	<hr/>
Total credits	\$1,403,513	39
Deductions:		
Loss on securities sold or redeemed.....	\$5,904	90
Inventory adjustment	2,277	25
Loss on material sold from stock.....	5,809	69
Bad debts written off.....	311	50
Adjustments applicable to prior periods:		
Rent of tracks and terminals.....	267	33
Sale of power.....	2,848	46
Power purchased and exchanged.....	1,104	30
Operation of cars.....	501	00
General and miscellaneous expenses.....	859	41
Taxes assignable to street railway operations	48,933	48
Non-operating taxes	2,172	74
Track and terminal privileges.....	1,328	79
	<hr/>	<hr/>
	72,318	85
Credit balance, June 30, 1930.....	\$1,331,194	54

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Attorney, H. J. Smith; Claim Agent, J. A. Clair; General Counsel, Cotton, Franklin, Wright & Gordon; Chief Engineer, C. H. Jewett.

Directors.—John D. Hertz, Chairman; Harry Bronner, George S. Franklin, Frank B. Gordon, Edward N. D'Ancona, Alfred Ettlinger, Leonard S. Florsheim, John C. Jay, Albert D. Lasker, Samuel L. Martin, Grayson M. P. Murphy, Charles A. McCulloch, Royal E. T. Riggs, John A. Ritchie, Charles H. Sabin, Hugh J. Sheeran, Frederick Strauss, Frederic T. Wood, Willis D. Wood, Boykin C. Wright.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

¹ Excludes deduction of \$1,241,128.32, interest on Income Bonds, included on Table XV, A in interest on funded debt; see note 17, page 243.

NEW YORK RAPID TRANSIT CORPORATION

Operating Rapid Transit Railroads under Contract No. 4

Incorporated June 8, 1923, under Sections 9 and 10 of the Stock Corporation Law of the State of New York, as a reorganization of the New York Consolidated Railroad Company, with which was merged the New York Municipal Railway Corporation. As successor to the New York Consolidated and New York Municipal, the company acquired the operating property and other rights of these companies in relation to Contract No. 4 and Related Certificates.

The Brooklyn-Manhattan Transit Corporation owns a majority of the capital stock, which it acquired June 15, 1923, by assignment from the Reorganization Committee of the Brooklyn Rapid Transit Company.

Important Changes during Year.—Company discontinued the use of the 39th Street Shop and Yard, 2.676 miles of track, and the private right-of-way Second Ave. to Fourth Ave. tracks formerly leased from South Brooklyn, 0.254 miles of first track; 0.543, all track.

The Chase National Bank, Trustee under the Refunding Mortgage of the New York Rapid Transit Corporation, purchased for the Sinking Fund, N. Y. R. T. Refunding Mortgage 5% Gold Bonds, Series A, and 6% Gold Bonds, Series B, as follows:

	Par value	Cost
Series A 5% Bonds.....	\$368,000	\$344,315 15
Series A 5% Bonds.....	371,000	353,841 99
Series B 6% Bonds.....	63,000	58,945 26
Series B 6% Bonds.....	50,000	61,950 00
Total	<u>\$861,000</u>	<u>\$819,052 40</u>

Company reported a decrease in Miscellaneous Investments as follows:

	Par value and cost
Bonds and Mortgages:	
Coney Island & Brooklyn R. R. Co.....	\$132,000
Miscellaneous	192,500
Total	<u>\$324,500</u>

Net changes in Depreciation Funds were as follows:

	Par value	Book value
Fund "A"	\$501,750 00	\$499,806 00
Fund "B"	9,000 00	8,514 00
Fund "C"	—	301,856 91
Total	<u>—</u>	<u>\$810,176 91</u>

No new powers or franchises were acquired.

New York Rapid Transit Corporation
Corporate Surplus

Credit balance at beginning of year.....		\$4,738,160 23
Net corporate income for year.....		¹ 4,890,543 73
Other additions:		
Adjustments of labor, material and overhead applicable to operation of prior years....	\$29,994 28	
Adjustment of operating expenses and overhead on construction applicable to prior years	6,408 89	
Amount recovered from State of New York for adjustment of State Tax on Gross Earnings for 1927, account of reduction of rate from 1% to 1½%.....	109,873 37	
Interest on above Tax refund.....	7,833 97	
Transfer to capital account assessments affecting Sec. 21, block 7266, lot 1.....	22,438 77	
Amount defaulted by Newkirk Ave. Corp...	500 00	
Transfer from Unclaimed Wages account...	1,127 93	
Miscellaneous items (less than \$500 each)...	815 89	178,993 10
Total credits		\$9,807,697 06
Debits:		
Dividends declared—\$16 per share on 282,760 shares of no par value stock.....	\$4,524,160 00	
Amortization elsewhere unprovided for....	696 95	
Appropriation to Reserve for estimated liability for accidents and damages.....	468,671 96	
Bad debts written off.....	5,658 91	
Labor, material, trucking and overhead charges applicable to maintenance of prior years	\$46,784 46	
Adjustment of rental of Astoria-Corona Line and Flushing Extension based on Chief Engineer's Determination of Cost on June 30, 1928	10,501 21	
Adjustment of rental of Astoria-Corona Line to May 31, 1929.....	672 15	
Amount paid Rushmore, Bisbee & Stern for legal services in connection with payment of Federal Income Tax.....	3,300 00	
Payment to State Industrial Comm. for respondent's share for administering Compensation Law from July 1, 1928 to June 30, 1929	5,766 78	
Transfer to Surplus amount representing obsolete supplies drawn from Coney Island storeroom and charged to maintenance during current fiscal year.....	24,412 95	
Miscellaneous items (less than \$500 each)...	362 86	5,090,988 23
Credit balance, June 30, 1930.....		\$4,716,708 83

¹ There has here been transferred from Surplus adjustments to Income deductions, \$819,606.67 representing two semi-annual payments into Sinking Fund for Refunding Mortgage Bonds.

New York Rapid Transit Corporation

Officers.—President, W. S. Menden; Vice-Presidents, G. D. Yeomans and G. W. Jones; Secretary and Treasurer, F. C. Marston; Assistant Secretary and Assistant Treasurer, F. B. Stewart; Assistant Treasurer, F. S. Richards; Auditor, James Addison; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Superintendent of Transportation, J. F. Eagan; Engineer of Way and Structures, H. J. Kolb; Superintendent of Equipment, W. G. Gove; Purchasing Agent, W. H. Gibson; Real Estate and Tax Agent, J. H. Bennington.

Directors.—Matthew C. Brush, Gerhard M. Dahl, J. Sherlock Davis, William H. English, Fred C. Marston, Wm. M. Greve, Charles Hayden, Wm. H. Johns, Alfred E. Marling, Wm. S. Menden, Benjamin H. Namm, James H. Post, Charles S. Sargent, Jr., Robert A. Shaw, Arthur S. Somers, Frederick Strauss, Travis H. Whitney, Albert H. Wiggin.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.

Report verified by W. S. Menden, President, September 29, 1930.

PELHAM PARK AND CITY ISLAND RAILWAY COMPANY, INC.

Incorporated May 10, 1913 as a reorganization of the Pelham Park Railroad Company and the City Island Railroad Company, both incorporated August 30, 1884. Control of the Company was acquired July 9, 1914 by the Third Avenue Railway Company through purchase of all the capital stock. Operation was discontinued on this road August 9, 1919.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$82,789 64	Fixed Capital.....	\$82,789 64	.....
173 83	Less Accrued amortization of capital	173 83	.....
\$82,615 81	Fixed Capital—net investment.	\$82,615 81	.....
\$935 37	Suspense .....	.....	D \$935 37
\$83,551 18	Total Assets.....	\$82,615 81	D \$935 37
<hr/>			
	LIABILITIES AND CAPITAL		
\$45,000 00	Capital Stock.....	\$45,000 00	.....
	Unfunded Debt:		
\$10,385 89	Taxes accrued.....	\$10,385 89	.....
99,011 52	Working advances due associ- ated companies.....	99,011 52	.....
29,545 31	Miscellaneous bills payable....	29,545 31	.....
8,420 04	Interest accrued on unfunded debt	8,420 04	.....
\$147,362 76	Total unfunded debt.....	\$147,362 76	.....
D \$108,811 58	Corporate Surplus or (D) Deficit.	D \$109,746 95	D \$935 37
\$83,551 18	Total Liabilities and Capital....	\$82,615 81	D \$935 37

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. D. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, J. H. Seaman, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

RICHMOND RAILWAYS, INC.

Incorporated December 20, 1922 and took over the railroad properties of the Richmond Light & Railroad Company as of midnight, June 30, 1927.

Stock control is held by the Richmond Light & Railroad Company which acquired the total issue in consideration for transferring to the respondent its railroad property.

Respondent controls Southfield Beach Railroad Company by ownership of a majority of the capital stock.

Important Changes during Year.—None. No new powers or franchises were acquired.

Fixed Capital Changes during Year.—None.

Power Bought.—From Staten Island Edison Corp., 7,882,301 kw. hrs. A. C. at 1.25 cents per kw. hr., \$99,431.70, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$93,473 21
Net corporate income for year.....	29,133 17
	<hr/>
Credit balance, June 30, 1930.....	\$122,606 38
	<hr/> <hr/>

Officers.—President, A. J. Stratton; Vice-Presidents, E. T. Edmonds and Warren Partridge; Secretary and Assistant Treasurer, M. M. Durkin; Treasurer and Assistant Secretary, A. E. Koch; Assistant Secretary, E. B. Naylor; Comptroller, Assistant Secretary and Assistant Treasurer, H. E. Waller; General Counsel, B. G. Eadie; Claim Agent, J. J. Adamson; General Manager and Purchasing Agent, S. H. Serena.

Directors.—A. J. Stratton, Warren Partridge, E. B. Naylor, E. T. Edmonds, C. A. Weldin, J. H. Shinn, H. A. Stix, R. N. Thompson, T. W. Third.

Main Business Office.—92 Brook Street, Tompkinsville, Staten Island, N. Y. Report verified by M. M. Durkin, Secretary, November 8, 1930.

SECOND AVENUE RAILROAD CORPORATION

Began operation at midnight on March 11, 1929 as a reorganization of the Second Avenue Railroad Company, which was incorporated January 21, 1853.

Important Changes during Year.—The Company issued 2,642 shares of no par value stock during the year in accordance with the Transit Commission's Order in Case 2883. Of this amount 1,790 shares were issued in exchange for Receiver's Certificates and 852 shares were issued to the New York Railways Corporation in lieu of indebtedness amounting to \$48,692.24.

On August 26, 1929 Willard V. King was elected Vice-President in place of J. F. B. Mitchell, resigned.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

Additions to Fixed Capital Installed since December 31, 1908:

Organization:	
Expenses	\$227 73
Other street railway land:	
Title insurance and examination fee for real estate of this Corporation	14,546 25
Miscellaneous equipment:	
Purchase of two auto trucks.....	1,676 59
	<hr/>
Total	\$16,450 57
	<hr/> <hr/>

Second Avenue Railroad Corporation

Power Bought and Sold

NAME OF COMPANY	Number of kw. hrs. D. C.	Average price for kw. hr. (cents)	Amount debited or (Cr) credited to expense
<i>Bought</i>			
I. R. T. Co., metered.....	1,282,260	2.569	\$32,942 17
Third Ave. Ry. Co., on car mile basis (42,345 car miles).....	132,116	2.606	3,443 55
New York Rys. Corp., metered.....	794,880	2.491	19,803 73
New York Rys. Corp., on car mile basis (1,385,565 car miles).....	4,322,963	2.587	111,825 27
Total	6,532,219	—	\$168,014 72
<i>Sold</i>			
New York & Harlem R. R. Co., metered....	160,215	2.507	Cr \$4,016 43

Corporate Surplus

Credit balance at beginning of year.....		\$24,367 48
Deductions:		
Net corporate loss for year.....	\$5,465 97	
Adjustments applicable to 1929:		
State Capital Stock Tax.....	46 54	
Payment of accrued legal fees.....	308 06	5,820 57
Credit balance, June 30, 1930.....		\$18,546 91

Officers.—President, Charles E. Chalmers; Vice-President, Willard V. King; Secretary, Anna A. Skinner; Treasurer and Comptroller, William J. Bradley; General Counsel, Davies, Auerbach & Cornell.

Directors.—George E. Warren, Charles E. Chalmers, William J. Bradley, John F. B. Mitchell, William I. Jacobs, John D. Fearhake, Harold Palmer, John W. Cornwell, Jr., Archer D. Friend, Willard V. King, Alexander R. Kellegrew, Arthur W. Hutchins, George E. Barstow, Harold Bayne, Harold C. McCollom.

Main Business Office.—1870 Second Avenue, New York City.

Report verified by Charles E. Chalmers, President, September 30, 1930.

SIXTH AVENUE RAILROAD COMPANY

OPERATED UNDER AGREEMENT (IN RECEIVERSHIP)

Incorporated December 29, 1851. Leased to the Houston, West Street and Pavonia Ferry Railroad Company on February 1, 1892. Operation was continued by the successor companies, the Metropolitan Street Railway Company and the New York Railways Company, which operated the property (for which a Receiver was appointed on May 15, 1922) as lessee on a fixed rental basis until March 12, 1925. On March 13, 1925, the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Corporate Surplus.—Credit balance at beginning of year, \$116,656.70; net corporate income, \$203.67; credit balance, June 30, 1930, \$116,860.37. These amounts exclude \$536,344.08 representing accrued rental from July 1, 1921 to March 12, 1925.

Sixth Avenue Railroad Company

Officers.—Receiver and President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Treasurer and Assistant Secretary, T. G. Walker; Auditor, G. V. Owen; General Attorneys, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, J. S. Dunham, G. V. Owen, C. A. Muth, J. A. Fowler, Jr., C. H. Jewett, F. J. McGarey.

Main Business Office.—123 West 146th Street, New York City.

Report verified by Hugh J. Sheeran, Receiver, September 29, 1930.

SOUTH BROOKLYN RAILWAY COMPANY

Incorporated January 13, 1900. Control of this Company was acquired by the Brooklyn-Manhattan Transit Corporation June 15, 1923, through the assignment of capital stock from the Reorganization Committee of the Brooklyn Rapid Transit Company.

Important Changes during Year.—Increases in track mileage were as follows:

	First track	Running track
Private right-of-way between Stillwell Ave. and Coney Island Point	0.041	0.026
Private right-of-way between New York Bay and Fourth Ave., formerly leased to New York Rapid Transit Corp.	0.254	0.493
Total increase	0.295	0.519

The Company paid \$125,000 on account of Certificate of Indebtedness No. 1 held by the Brooklyn & Queens Transit Corporation.

The Company purchased City of New York 4% Corporate Stock par value \$9,000, cost \$8,797.50, which was deposited with the State Industrial Commission.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Cars		\$71,785 00
Fixed Capital Installed since December 31, 1908:		
Right of way.....	\$234 12	.....
Other street railway land.....	22	.....
Ballast	22 88	.....
Ties	209 77	.....
Rails, rail fastenings and joints.....	233 79	.....
Track laying and surfacing.....	1,069 51	.....
Paving	281 65	.....
Interlocking and other signal apparatus.....		\$60 00
Poles and fixtures.....	108 51	.....
Distribution system	444 04	.....
Shops and car houses.....		50 00
Stations, waiting rooms and miscellaneous buildings	288 71	.....
Sub-station equipment	61 87	.....
Total, Fixed Capital Installed since December 31, 1908.....	\$2,955 07	\$110 00
Total, Fixed Capital Changes.....	\$2,955 07	\$71,895 00

South Brooklyn Railway Company

Detail of Expenditures.—Extending single track on Norton's Pt. Line from Poplar Ave. to Gravesend Bay, \$2,064.02; minor projects, \$891.05; total, \$2,955.07.

Detail of Retirements.—"Fixed Capital, December 31, 1908"—Disposal of 33 gondolas, 5 flat cars, 3 box cars, 1 snow plow and equipment for 18 gondolas, \$71,785. Fixed Capital Installed since December 31, 1908—Removal of 5-10 light span cluster from Gravesend Ave. at Greenwood Ave., Vanderbilt St. and Fort Hamilton Parkway, \$60; removal of 10 single drop lights from Ninth Ave. Depot, \$50; total, \$110.

Power Bought.—From Brooklyn & Queens Transit Corp., 4,237,142 kw. hrs. D. C. at an average price of 0.4688 cents per kw. hr. (calculated as per agreement of July 1, 1929), \$19,865.56, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$931,628 86
Net corporate income for year.....	104,721 17
Other additions:	

Indebtedness forgiven by B.-M. T.
Corp.:

Maintenance expenditures account of prior years.....	\$46,332 03
Bills payable	32,000 00
Interest on Bills payable.....	480 00
Interest on Certificates of Indebtedness	61,085 60
	\$139,897 63

Refund from State of New York account of refund on Gross Earnings Tax for 1927.....	5,602 50
Freight refund unclaimed.....	722 58
Rental of fire alarms—prior year.....	704 36
Miscellaneous items	140 97
	147,068 04

Total credits

\$1,183,418 07

Debits:

Dividends declared—8% on \$500,000.....	\$40,000 00
Fixed Capital retired.....	51,847 23
Appropriation to Reserve for Damages.....	45,053 62
Bad debts written off.....	311 25
Bills Receivable, B. R. T. Co.....	11,500 00
Interest on Bills Receivable, B. R. T. Co. from July 1, 1918, to June 30, 1929.....	6,325 01
Proportion of wages of ticket agents at Stillwell Ave., Feb. 1, 1924 to June 30, 1929, assumed by respondent.....	7,395 95
Expenses in connection with scrapping 18 gondolas	911 50
Miscellaneous items	199 19
	163,543 75

Credit Balance, June 30, 1930.....

\$1,019,874 32

Officers.—President, A. R. Piper; Vice-President and General Counsel, G. D. Yeomans; Secretary and Treasurer, F. C. Marston; Assistant Secretary and Assistant Treasurer, F. B. Stewart; Assistant Treasurer, F. S. Richards; Comptroller, James Addison; Claim Agent, I. Isaacsen; Engineer of Way and Structures, H. J. Kolb.

Directors.—James Addison, J. H. Bemington, A. T. Brophy, O. J. Covell, J. A. Frederickson, M. B. Hoffman, D. A. Marsh, A. R. Piper, W. Siebert.

Main Business Office.—385 Flatbush Avenue, Extension, Brooklyn, N. Y.
Report verified by G. D. Yeomans, Vice-President, September 29, 1930.

THE SOUTHERN BOULEVARD RAILROAD COMPANY

Incorporated June 27, 1885. Controlled by the Third Avenue Railway Company through ownership of a majority of the capital stock purchased January 1, 1912.

Important Changes during Year.—Company purchased for the Fund for Amortization of Property and Franchise, Third Avenue First Refunding 4% Bonds, par value \$3,000, cost, \$1,606.

No new powers or franchises were acquired.

Fixed Capital Changes during Year.—In connection with reconstruction of Southern Boulevard from 138th St. to Barretta St., \$259.73 was charged to Fixed Capital—\$135.00 to Ties and \$124.73 to Rails, rail fastenings and joints.

Power Bought.—From Union Ry. Co., 3,220,917 kw. hrs. D. C. at 1.46 cents per kw. hr., \$47,025.37, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$558,208 03	
Adjustment of accrual of interest, 1928.....	50 00	
Total debits	\$558,258 03	
Net corporate income for year..... ¹	\$44,848 44	
Other additions:		
Refund on State Gross Earnings Tax for 1927.....	2,834 44	
Transportation of letter carriers for 1928 and 1929 (originally credited to Union Ry.)....	4,836 51	
Net Surplus credits of Surface Transportation Corp. (9% for year ended June 30, 1930)...	25 17	52,544 56
Deficit, June 30, 1930.....	\$505,713 47	

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, S. W. Huff, H. Palagano, J. W. Platten, L. F. Straus, W. C. Ewen, J. H. Seaman.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

SOUTHFIELD BEACH RAILROAD COMPANY

Incorporated August 10, 1899. This Company is directly controlled by the Richmond Railways, Inc., through ownership of a majority of the capital stock.

Important Changes during Year.—None. No new powers or franchises were acquired.

Power Bought.—From the Staten Island Edison Corp., 96,846 kw. hrs. D. C. at 1.25 cents per kw. hr., \$1,210.57, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$7,183 30	
Net corporate loss for year.....	1,156 17	
Credit balance, June 30, 1930.....	\$6,027 13	

¹ Differs from Net corporate income reported in Table XV, A by \$10,278.39, representing respondent's portion (9 per cent) of loss in operation of the Surface Transportation Corporation.

Southfield Beach Railroad Company

Officers.—President, A. J. Stratton; Vice-President, Warren Partridge; Secretary and Assistant Treasurer, M. M. Durkin; Treasurer, A. E. Koch; Comptroller, Assistant Secretary and Assistant Treasurer, H. E. Waller; General Counsel B. G. Eadie; General Manager, S. H. Serena.

Directors.—A. J. Stratton, Warren Partridge, E. T. Edmonds, T. W. Third, E. B. Naylor, J. H. Shinn.

Main Business Office.—92 Brook Street, Tompkinsville, Staten Island, N. Y.
Report verified by M. M. Durkin, Secretary, December 5, 1930.

"STEINWAY RAILWAYS, RECEIVERS"**OPERATED BY RECEIVERS**

The Steinway Railway Company of Long Island City, incorporated March 23, 1892, was merged in 1896 into the New York and Queens County Railway Company, which assumed all the obligations of the mortgage made by the former, securing \$1,500,000 six per cent bonds. Upon the failure of the New York and Queens County Railway Company to meet the interest, payable January 1, 1922, the bondholders brought an action to foreclose the mortgage. As a result, Receivers were appointed for the property which was subject to the lien of the mortgage. Operation under the Receivers began May 10, 1922.

Important Changes during Year.—Changes in track mileage were as follows:

	First track	Running track
Removal of connecting curves at Steinway.....	D 0.006	D 0.013
Installation of 2 crossovers, one south of Astoria Ave. and one north of Broadway.....		0.024
Removal of crossover north of Astoria Ave.....		D 0.011
Removal of curves at Broadway.....		D 0.012
Net decrease	D 0.006	D 0.012

Company purchased New York City $4\frac{1}{4}$ Corporate Stock, par value \$12,500, cost \$12,290, which was deposited with the State Industrial Commission.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed during year
Grading	\$5,869 75
Ties	8,563 80
Rails, rail fastenings and joints.....	481 50
Track laying and surfacing.....	6,686 03
Total	\$21,601 08

Expenditures for Principal Projects.—Reconstruction of Steinway Avenue, from Broadway to Flushing Avenue, \$15,647.88; cost of installing 9,222 new ties, \$5,953.20; total, \$21,601.08.

Power Bought.—From New York & Queens County Ry. Co., 7,033,516 kw. hrs. D. C., \$141,373.66, charged to operating expenses.

"Steinway Railways, Receivers"*Corporate Deficit*

Deficit at beginning of year.....	\$27,960 64
Net corporate loss for year.....	122,482 30
Bad debts written off.....	2,510 11

Total debits	\$152,953 05
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Credits:

Refund on State Gross Earnings Tax for 1927.	\$4,065 62	
Adjustment of vouchers set up as liabilities in 1928; charged to		
Maintenance of Way.....	5,618 90	
Account No. 1009.....	481 50	10,166 02

Deficit, June 30, 1930.....	\$142,787 03
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Officers.—Receivers, S. W. Huff and R. C. Lee; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Superintendent, W. E. Thompson; General Purchasing Agent, C. Witzel.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, Receiver, September 30, 1930.

THIRD AVENUE BRIDGE COMPANY**LESSOR (NOT OPERATED)**

Incorporated May 29, 1909. The entire capital stock of the respondent was acquired by the Third Avenue Railway Company on March 25, 1915. The operation of this line having been discontinued September 1, 1919, the Board of Estimate in a resolution passed January 30, 1920, declared its franchise to operate across Queensboro Bridge to be forfeited.

Corporate Surplus.—Credit balance at beginning of year and June 30, 1930, \$5,173.20.

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuistion; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Acting Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, S. W. Huff, A. Iselin, J. W. Platten, J. H. Seaman.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

THIRD AVENUE RAILWAY COMPANY

Incorporated April 21, 1910, as a reorganization of the Third Avenue Railroad Company (incorporated October 8, 1853). In accordance with an order of the U. S. District Court, this Company took over the property and began operations on January 1, 1912.

Respondent controls the following corporations through ownership of a majority of their capital stock:

Belt Line Railway Corporation.

The Dry Dock, East Broadway and Battery Railroad Company.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.

Kingsbridge Railway Company.

Mid-Crosstown Railway Company, Inc.

New York City Interborough Railway Company.

The New York, Westchester and Connecticut Traction Company.

Pelham Park and City Island Railway Company, Inc.

The Southern Boulevard Railroad Company.

Third Avenue Bridge Company.

Union Railway Company of New York City.

Westchester Electric Railroad Company.

The Yonkers Railroad Company.

Hastings Railway Company, Inc.

Warontas Press, Inc.

Williams Storage Warehouse Company.

It also controls the Bronx Traction Company, the Westchester Street Transportation Corporation and the Surface Transportation Corporation of New York through its control of the Union Railway Company of New York City, the North Street Transportation Corporation through control of the Yonkers Railroad Company, the Westchester Motor Transfer Company, Inc., which is owned by the Union Railway and the Yonkers Railroad, and the Eastchester Transportation Company and South Westchester Bus Co., Inc., through control of the Westchester Electric Railroad Company.

The twenty principal security holders and the number of votes to which each was entitled on November 13, 1929, were as follows:

Stockholders.—A. Lipper & Co., 10,723; Hayden, Stone & Co., 9,154; H. Content & Co., 6,200; N. L. Ottinger, 5,200; James Amm, 5,000; Hornblower & Weeks, 4,980; Henry Clews & Co., 3,639; Whitehouse & Co., 2,575; Luke, Banks & Weeks, 2,500; J. S. Bache & Co., 2,406; C. D. Barney & Co., 2,375; E. J. Fitzgerald, 2,200; Wood, Low & Co., 2,115; Lober Bros. & Plant, 2,000; Paine, Webber & Co., 1,795; Gray & Wilmerding, 1,750; Hallgarten & Co., 1,745; Lehman Bros., 1,700; Josephthal & Co., 1,205; J. G. Hanson, 1,100.

Holders of Adjustment Mortgage Income Bonds.—New York Life Insurance Company, 15,900; W. P. Ford, 4,240; W. H. Ludlum, 3,200.

Voting rights are attached to the Adjustment 5% Income Bonds until interest at 5% per annum, together with accumulations, has been paid for five consecutive years. Registered owners have one vote for each \$100 par value of bonds.

Third Avenue Railway Company

Important Changes during Year.—The Company purchased during the year 435 shares of stock of the New York City Interborough Railway Company, par value, \$43,500 cost, \$3,892.50.

The Company also purchased for the Fund for Amortization of Debt Discount and Expense of the Third Avenue Railway Company First Refunding Mortgage 4% bonds, Third Avenue Railway bonds of the same issue, par value \$159,000, cost \$85,360.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
Fixed Capital Installed since December 31, 1908:		
Other street railway land.....	\$13,558 20	.....
Rails, rail fastenings and joints.....	54 00	.....
General office buildings and fixtures.....	415 34	.....
Shops and car houses	10,385 05	.....
Sub-station equipment	2,130 86	.....
Shop equipment	7,433 23	\$2,252 47
Revenue cars	417,144 06	8,169 69
Electric equipment of cars.....	133,102 70	3,724 71
Miscellaneous equipment	3,603 55	444 60
Total	\$587,826 99	\$14,591 47

Expenditures for Principal Projects

Assessment for local improvement—grading and repaving....	\$12,039 46
Material capitalized as rails.....	54 00
Adjustment in cost of Ford purchased.....	25 00
Installation of 1 tank at 11 Tarrytown Road.....	80 80
Installation of 2 pumps at 133d Street and Third Avenue...	271 50
For services rendered in connection with paving and curbing, etc., Ninth Avenue, from 216th Street to Broadway and West 219th Street, from Ninth Avenue to Broadway....	1,504 93
Sanitary sewer tax—property located in White Plains.....	13 81
Cost of installing new feeder—600 volt D.C. Panel and connecting 2 rotary knife switches at 187th Street Sub-station.	2,130 86
Additional wash room facilities for employees at Harlem Office	415 34
Installation of air hoists, Amsterdam Avenue Car House....	10,385 05
Purchase of Chevrolet Sedan (used).....	451 25
Purchase from the Westchester Street Transportation Company:	
12 D. T. convertible cars and 6 Birney cars.....	58,280 21
Motors and electrical equipment, etc.....	22,203 03
2 McGuire sweepers, 1 snow plow and 2 G.E. motors.....	2,775 00
Cost of hauling cars from White Plains to Tuckahoe Road	2,475 00
Purchase of electric elevating truck and battery (less \$100 allowance)	2,227 89
1 lathe installed at 65th Street shop.....	4,594 79
Additional cost of flange welder capitalized in 1929.....	84 00
Purchase and installation of Osfer pipe machine.....	526 55
Installation of safety devices on cars as per Transit Commission Order No. 2898.....	8,513 72
Equipping 40 cars for one man treadle door operation.....	1,597 17
Purchase of one sample double end car.....	13,605 40

Third Avenue Railway Company

Expenditures for Principal Projects—Concluded

Converting 90 cars for one man treadle door operation.....	98,092 92
Converting 102 cars for one man treadle door operation....	144,334 40
Installing left hand door operation on 120 convertible cars..	1,896 16
Converting 148 cars for one man treadle door operation....	155,625 14
Installation of platform folding seats on 48 box cars.....	727 21
Purchase of 18 truck frames and rebuilding into trucks...	3,500 97
Purchase and alteration of 16 box cars and installing motors	27,335 57
Purchase from Westchester Electric R. R. Co.—40 G. E. motors	10,000 00
Installation of safety devices on 8 cars.....	2,059 86
Total	\$587,826 99

Detail of Retirements

Fixed Capital Installed since December 31, 1908:

Retirement of 1 Ford car.....	\$444 60
Retirement of 12 G. E. motors.....	2,100 00
Retirement of Lakewood storage battery truck transveyor..	2,252 47
Credits in connection with installation of safety devices on cars	9,794 40
Total	\$14,591 47

Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. ¢ (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Bought, A. C.</i>					
New York Edison Co.....	110,127,220	0.75	\$820,987 83	.....	\$820,987 83
Additional cost, as per contract.....			2,400 00	.....	2,400 00
Bronx Gas & Elec. Co.....	3,166,726	1.43	45,265 42	.....	45,265 42
Total.....	113,293,946		\$868,653 25		\$868,653 25
<i>Sold</i>					
42d St., Manh. & St. A. C.	210,140	1.25	\$2,605 71	\$2,605 71	.....
N. Ave. Ry. Co. D. C.	10,749,811	1.46	158,788 27	158,788 27	.....
Union Ry. Co. A. C.	51,417,315	1.25	642,972 72	642,972 72	.....
Dry Dock, E. B'way D. C.	461,725	1.46	6,741 14	6,741 14	.....
& B. R. R. Co. A. C.	643,900	1.25	7,984 36	7,984 36	.....
Westchester Electric D. C.	3,726,201	1.46	54,447 50	54,447 50	.....
R. R. Co. A. C.	7,995,000	1.25	99,138 00	99,138 00	.....
Yonkers R. R. Co. D. C.	1,458	1.46	21 26	21 26	.....
N. Y. City Interbor- A. C.	9,819,000	1.25	121,855 60	121,855 60	.....
ough Ry. Co. D. C.	2,533	1.46	36 96	36 96	.....
Belt Line Ry. Corp., D. C.	585,684	1.46	194 42	194 42	.....
Second Ave., R. R. Corp., D. C.	1,943,603	1.46	8,664 45	8,664 45	.....
New York Edison Co., D. C.	132,113	1.46	28,411 08	28,411 08	.....
Eighth & Ninth Aves. R. R. Co., D. C.	10	1.46	3,419 70	3,419 70	.....
New York & Harlem R. R. Co., D. C.	104	1.46	15	15	.....
637 W. 125th St. Corp., D. C.	9,211	1.46	2 80	2 80	.....
D. C.	54,590	1.46	238 19	238 19	.....
Total.....	70,101,036		\$1,137,160 01	\$1,137,160 01	
<i>Exchanged, D. C.</i>					
New York Rys. Corp.:					
Received.....	70,220	1.46	\$2,197 99	.....	\$2,197 99
Delivered.....	72,109	1.46	1,864 60	.....	Cr 1,864 60
Balance.....					\$333 39

Third Avenue Railway Company

Corporate Deficit

Deficit at beginning of year.....	\$1,795,406	99
Net corporate loss for year.....	196,605	73
Bad debts written off.....	1,680	93
Other deductions:		
Retirement of Ford car.....	\$419	60
Judgment for paving by City of New York of Feb. 18, 1927, \$16,594.47; interest thereon to Jan. 3, 1930, \$2,866.50; expenses in connec- tion with appeal, etc., \$243.97.....	19,704	94
Adjustment of retirement of storage battery car by Dry Dock, E. B'way & B. R. R. Co..	1,390	47
	21,515	01
Total debits	\$1,915,208	66
Additions:		
Surplus adjustments of controlled companies, year ended June 30, 1930.....	\$86,994	80
Retirement of assets acquired prior to Decem- ber 31, 1908 (contra charge to Reserve for Adjustment of Stock and Obligations of Con- trolled Companies)	27,046	49
Interest on deposit in lieu of mortgage prop- erty sold, July 1, 1925, to June 30, 1929..	2,582	95
Refund on State Gross Earnings Tax for 1927.	15,640	90
General expenses charged to Williams Stor- age Warehouse Co. for six months ended June 30, 1929	2,000	00
Cancellation of sundry Accounts Payable.....	3,057	23
Cancellation of liability for rent to City of New York for land under water 216th and 218th Streets, Nov. 1, 1926, to June 30, 1929.	7,121	40
	144,443	77
Deficit, June 30, 1930.....	\$1,770,764	89

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuiston; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—Wm. Carnegie Ewen, G. W. Davison, Wm. M. Flook, S. W. Huff, E. Iselin, Fred J. Fuller, H. Palagano, J. W. Platten, J. H. Seaman, L. F. Straus, Nathan L. Ottinger, Philip J. Roosevelt, Wm. D. Scholle.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

¹ Differs from Net Corporate Income reported in Table XV, A by \$658,894.15, representing Loss on Operation of Others which was transferred on Table XV, A to Net Adjustments to Surplus. Details of this net loss are as follows:

Belt Line Railway Company.....	D \$114,425	96
Dry Dock, E. B'way & Battery R. R. Co.....	D 359,136	16
42d St., Manh. & St. N. Ave. Ry. Co.....	D 204,778	62
New York City Interborough Ry. Co.....	215,545	95
Southern Boulevard R. R. Co.....	44,848	44
Union Railway Co.....	D 37,027	24
Westchester Electric R. R. Co.....	D 104,178	68
Yonkers R. R. Co.....	D 96,808	84
New York, Westchester & Conn. Traction Co.....	1,100	53
Hastings Ry. Co.....	D 4,033	57

Net Loss

D \$658,894 15

Third Avenue Railway Company

ADDENDUM

CONSOLIDATED BALANCE SHEET

THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES ¹
June 30, 1930 and 1929

(From annual report of the Company to the stockholders)

ASSETS	June 30, 1930	June 30, 1929	Increase or (D) decrease
Railroads and Equipment....	\$84,420,619 76	\$83,728,903 83	\$691,715 93
Special Deposits:			
Sinking Fund.....	\$377,017 61	\$346,152 23	\$30,865 38
Fund for Depreciation and Contingencies, Securi- ties at Cost—			
Third Ave. Ry. Co.			
Bonds:			
First Ref. Mtge. 4%			
Bonds	2,022,498 11	2,022,498 11	.....
Adj. Mtge. 5% Income			
Bonds	254,388 97	254,388 97	.....
U. S. Liberty Loan Bonds	14,100 00	14,100 00	.....
Matured coupon interest...	655,760 54	682,985 54	D 27,225 00
Deposit with State Indus- trial Commission.....	444,746 71	409,859 21	34,887 50
Deposit with City of New York	126,250 00	126,250 00	.....
Lessees' Deposits.....	24,110 70	24,147 51	D 36 81
Deposit in lieu of mort- gage property sold.....	28,744 74	25,315 14	3,429 60
Miscellaneous	68,541 13	18,541 13	50,000 00
Total special deposits.	\$4,016,158 51	\$3,924,237 84	\$91,920 67
Current Assets:			
Cash	\$1,006,403 45	\$1,574,406 54	D \$568,003 09
Accounts receivable.....	626,687 72	639,280 47	D 12,592 75
Material and supplies.....	1,080,170 84	958,195 50	121,975 34
U. S. Liberty Loan Bonds..	42,700 00	42,700 00	.....
Total current assets..	\$2,755,962 01	\$3,214,582 51	D \$458,620 50
Deferred Debit Items:			
Insurance premiums and rents—unexpired propor- tion	\$104,161 07	\$13,028 07	\$91,133 00
Unamortized debt discount and expense.....	996,605 06	1,016,374 81	D 19,769 75
Miscellaneous	140,984 87	125,741 58	15,243 29
Total deferred debit items	\$1,241,751 00	\$1,155,144 46	\$86,606 54
Total Assets.....	\$92,434,491 28	\$92,022,868 64	\$411,622 64
LIABILITIES			
Capital Stock:			
Third Avenue Railway Com- pany stock.....	\$16,590,000 00	\$16,590,000 00	.....
Stock of controlled com- panies in hands of public.	231,800 00	275,300 00	D \$43,500 00
Total capital stock...	\$16,821,800 00	\$16,865,300 00	D \$43,500 00
Funded Debt:			
Third Ave. Ry. Co. Bonds:			
First Mtge. 5% Bonds..	\$5,000,000 00	\$5,000,000 00	.....
First Ref. Mtge. 4%			
Bonds	21,990,500 00	21,990,500 00	.....
Adj. Mtge. 5% Income			
Bonds	22,536,000 00	22,536,000 00	.....
Bonds of controlled com- panies in hands of public.	6,411,361 25	6,577,361 25	D \$166,000 00
Total funded debt....	\$55,937,861 25	\$56,103,861 25	D \$166,000 00

¹ For bus companies and street surface companies included, see page 410.

Third Avenue Railway Company
CONSOLIDATED BALANCE SHEET—Concluded

Current Liabilities:			
Accounts and wages payable	\$637,326 01	\$636,603 15	\$722 86
Interest accrued (not including interest on Adjustment Mtge. bonds....	202,578 20	178,231 04	24,347 16
Taxes accrued.....	990,829 14	966,361 65	24,467 49
Total current liabilities	\$1,830,733 35	\$1,781,195 84	\$49,537 51
Interest Matured on Bonds..	\$655,760 54	\$682,985 54	D \$27,225 00
Interest on Adjustment Mortgage Income bonds.....	\$8,157,640 00	\$7,594,240 00	\$563,400 00
Reserves:			
For depreciation.....	\$3,125,243 29	\$2,996,465 23	\$128,778 06
Other reserves.....	6,630,337 67	6,364,009 94	266,327 73
Excess of book value over cost of controlled companies' securities owned.	1,962,925 48	2,047,555 36	D 84,629 88
Total reserves.....	\$11,718,506 44	\$11,408,030 53	\$310,475 91
Corporate Deficit.....	\$2,687,810 30	\$2,412,744 52	\$275,065 78
Total Liabilities.....	\$92,434,491 28	\$92,022,868 64	\$411,622 64

CONSOLIDATED STATEMENT OF INCOME

THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES ¹

RAILWAY AND BUS OPERATIONS

Years Ended June 30, 1930 and 1929

(From annual report of the Company to stockholders)

	1930	1929	Increase or (D) decrease
RAILWAY OPERATIONS			
Operating Revenue.....	\$15,118,748 41	\$15,633,283 25	D \$514,534 84
Operating Expenses.....	11,560,729 41	11,973,458 98	D 412,729 57
Net Operating Revenue..	\$3,558,019 00	\$3,659,824 27	D \$101,805 27
Taxes	1,074,891 14	1,085,296 42	D 10,405 28
Operating Income.....	\$2,483,127 86	\$2,574,527 85	D \$91,399 99
Non-Operating Income.....	289,256 17	269,123 67	20,132 50
Gross Income.....	\$2,772,384 03	\$2,843,651 52	D \$71,267 49
Deductions	2,663,986 23	2,682,992 06	D 19,005 83
Net Income.....	\$108,397 80	\$160,659 46	D \$52,261 66
BUS OPERATIONS			
Operating Revenue.....	\$2,499,832 28	\$2,249,567 95	\$250,264 33
Operating Expenses.....	2,535,738 52	2,481,309 46	54,429 06
Net Operating Revenue..	D \$35,906 24	D \$231,741 51	\$195,835 27
Taxes	80,549 19	69,501 08	11,048 11
Operating Income.....	D \$116,455 43	D \$301,242 59	\$184,787 16
Non-Operating Income.....	9,580 85	7,776 48	1,804 37
Gross Income.....	D \$106,874 58	D \$293,466 11	\$186,591 53
Deductions	197,541 78	154,262 93	43,278 85
Net Income.....	D \$304,416 36	D \$447,729 04	\$143,312 68

¹ For bus companies and street surface companies included, see page 410.

THIRTY-FOURTH STREET CROSSTOWN RAILWAY COMPANY**Operated under Agreement**

Incorporated March 18, 1896 as a consolidation of the Thirty-fourth Street Railroad Company (incorporated August 15, 1884) and the Thirty-fourth Street Ferry and Eleventh Avenue Railroad Company (incorporated July 28, 1885). The Company was operated until March 12, 1925 by the New York Railways Company, which company assumed an operating agreement made with the Metropolitan Street Railway Company. On March 13, 1925 the Receiver of the New York Railways Company agreed to operate the property for the account of this company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Deficit.—Deficit at beginning of year and at June 30, 1930, \$8,048.

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Treasurer and Assistant Secretary, T. G. Walker; Auditor, G. V. Owen; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, G. V. Owen, J. S. Dunham, C. A. Muth, F. J. McGarey, J. A. Fowler, Jr., C. H. Jewett.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

TWENTY-THIRD STREET RAILWAY COMPANY**OPERATED UNDER AGREEMENT**

Incorporated June 29, 1872. January 10, 1876, this Company leased the property of the Bleeker Street and Fulton Ferry Railroad Company for 99 years, and on April 25, 1893 leased all its property and leasehold rights to the Houston, West Street and Pavonia Ferry Railroad Company. On November 29, 1893 the lessee company was consolidated into the Metropolitan Street Railway Company, the latter being succeeded on January 1, 1912 by the New York Railways Company, which operated this Company's property under lease until March 12, 1925. On March 13, 1925 the Receiver of the New York Railways Company agreed to operate the property for the account of this company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—The Company reacquired \$15,000 par value of Improvement and Refunding Mortgage Bonds for the Sinking Fund at a cost of \$7,854.70.

Corporate Deficit.—Deficit at beginning of year, \$376,961.23; net corporate income for year, \$14.84; Deficit, June 30, 1930, \$376,946.39. These amounts exclude \$669,782.20 not paid by lessee (18 per cent per annum on \$600,000 capital stock, from February 1, 1919 to March 12, 1925, \$660,483.81 and allowance for corporate expenses from January 1, 1919 to March 12, 1925, \$9,298.39) which amounts do not appear on the Company's books.

Twenty-third Street Railway Company

Officers.—President, H. J. Sheeran; Vice-President, W. G. Strait; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, G. V. Owen; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, W. G. Strait, F. B. Gordon, G. V. Owen, J. S. Dunham, C. A. Muth, C. H. Jewett, J. A. Fowler, Jr., H. J. Smith.

Main Business Office.—123 West 146th Street, New York City.

Report verified by H. J. Sheeran, President, September 29, 1930.

UNION RAILWAY COMPANY OF NEW YORK CITY

Incorporated April 20, 1892, as a consolidation of the Harlem Bridge, Morrisania and Fordham Railway Company, The Melrose and West Morrisania Railroad Company and The North Third Avenue and Fleetwood Park Railroad Company. The capital stock of the Company is owned by the Third Avenue Railway Company. Respondent controls the Bronx Traction Company through ownership of its capital stock.

Important Changes during Year.—Changes in track mileage were as follows:

	First track	Running track
Realignment of tracks and installation of crossover at 168th Street.....		0.010
Lengthening of branch-off at Webster Ave....		0.002
Removal of track on approach of Willis Ave. Bridge	D 0.075	D 0.150
Lengthening of curves at Webster Ave.....	0.004	0.008
Realignment of tracks at University and Burn- side Aves. (joint track).....		0.001
Net change	D 0.071	D 0.129

The Company purchased for the Fund for Amortization of Property and Franchises, Third Avenue Railway Company First Refunding Mortgage 4% Bonds, par value \$66,000, cost \$35,341.75. Construction advances to the Bronx Traction Co. were increased \$46,878.60. Total increase in Miscellaneous Investments amounted to \$82,220.35.

The agreement with the Yonkers Railroad Co. for the use of respondent's tracks on the Broadway & Yonkers and the McLean Avenue lines terminated June 11, 1929, effective July 1, 1929, because of Yonkers defaulting in payment.

No new powers or franchises were acquired.

Union Railway Company of New York City

Fixed Capital Changes during Year

Installed

TITLE OF ACCOUNT	Original capital	Additions and betterments	Retired
"Fixed Capital, December 31, 1908":			
Track and roadway construction.....			\$8,503 85
Fixed Capital Installed since December 31, 1908:			
Other street railway land.....		\$90 20	
Grading		33,365 22	\$10,233 30
Ties		7,881 00	33 33
Rails, rail fastening and joints.....		8,351 12	90 00
Special work.....		721 00	860 00
Track laying and surfacing.....		8,646 13	5,591 30
Paving		80,283 59	31,284 00
Roadway tools.....		2,495 65	
Shops and car houses.....	\$225 00	2,024 93	
Stations, waiting rooms and miscellaneous buildings.....	102,424 87	20,578 65	3,567 48
Sub-station equipment.....	4,526 00		
Shop equipment.....	1,968 00		
Revenue cars.....		283 29	
Other rail equipment.....		171 25	
Miscellaneous equipment.....	4,529 71		1,402 00
Total Fixed Capital Installed since December 31, 1908.....	\$113,673 58	\$164,892 03	\$53,061 41
Total, Fixed Capital Changes.....	\$113,673 58	\$164,892 03	\$61,565 26

Expenditures for Principal Projects

Sanitary sewer tax levy for 1930.....	\$90 20
Purchase of 2500-9" straight fire brick and 10/16 Munro fire clay	231 56
Purchase of 10 #4 registers and bus equipments.....	1,808 59
Purchase of Chevrolet coach.....	687 00
Purchase of 1 N. Y. C. special tank	225 00
Purchase of 1 12 gal. tank.....	216 80
Purchase of 2 Wayne gas pumps.....	244 00
Purchase and installation of 1 low pressure steam boiler at 138th St. and Willow Ave. (erroneously charged to expenses in 1928)	16,779 61
Transfer of account charges (adjustment).....	225 00
Installation of safety devices on cars as per Transit Commis- sion Order No. 2898.....	283 29
Installation of power rectifier at St. Peters Ave Sub-station..	4,526 00
Reconstruction:	
Webster Ave., south of 165th St. to Tremont Ave.....	24,119 33
Jerome Ave., Bainbridge Ave. to City Line.....	89,780 46
Third Ave., 168th St. to Tremont Ave.....	20,282 58
Locust Ave., 138th to 134th Sts.....	2,540 24
Installation of new crossover on Webster Ave.....	736 50
Purchase of 1 truck and equipping with air brakes, motors and electrical equipment	171 25
Construction of vault and installation of 3 oil pumps, 175th St. and Boston Rd.....	2,024 93
Installation of electric hoists at West Farms Garage.....	1,968 00
Erection of new paint shop building to present building at 172d St. and West Farms Rd.....	99,825 65
Construction of new garage, John and Ridge Sts., White Plains	469 51
Construction of additional driveways, standpipe system, steel tower and overhead water tank at 804-16 East 138th St..	5,697 19
Purchase of 1 trailer.....	1,348 32

Union Railway Company of New York City
Expenditures for Principal Projects—Concluded

Installation of permanent tracks at 167th St. and Grand Con- course	1,788 95
Purchase of new portable cross-overs.....	2,495 65
Total	\$278,565 61

Detail of Retirements

“Fixed Capital, December 31, 1908”:

Retirement of 7,830 feet of paving from 165th St. and Web- ster Ave. to Tremont Ave.....	\$8,365 25
Retirement of 60 feet of single track north of 168th St..	138 60

Total, “Fixed Capital, December 31, 1908”.....	\$8,503 85
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Fixed Capital Installed since December 31, 1908:

Transfer of 2 Chevrolet coaches to the Surface Transporta- tion Corp. purchased for their account.....	\$1,402 00
Adjustment of cost of constructing garage at John and Ridge Sts., White Plains.....	2,767 50
Transfer to accounts of Bronx Traction Co., capital charges in connection with reconstruction of Tremont Ave.....	46,878 60
Retirement of Special Work at interesection of Boscobel Ave. between University and Ogden Aves.....	1,213 33
Adjustment of expenses in connection with removal of old boiler capitalized in error.....	574 98
Transfer of account charges.....	225 00

Total Fixed Capital Installed since Dec. 31, 1908.....	\$53,061 41
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Total Retirements	\$61,565 26
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Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. (cents)	Total price	Amount credited to revenue	Amount debited or (Cr) credited to expense
<i>Bought</i>					
Third Avenue Ry. Co. {A. C.	51,417,315	1 25	\$642,972 72	.....	\$642,972 72
{D. C.	461,725	1.46	6,741 14	.....	6,741 14
Total.....	51,879,040	—	\$649,713 86	.....	\$649,713 86
<i>Sold, D. C.</i>					
N. Y., N. H. & H. R. R. Co.	13,028	8.00	\$1,042 24	\$1,042 24	.....
N. Y. City Interborough Ry.	7,481,384	1.46	109,228 19	.....	Cr \$109,228 19
Southern Boulevard R. R....	3,220,917	1.46	47,025 37	.....	Cr 47,025 37
Surface Transportation.....	62,820	1.46	917 15	.....	Cr 917 15
Total.....	10,778,149	—	\$158,212 95	\$1,042 24	Cr \$157,170 71
<i>Exchanged, D. C.</i>					
Westchester Electric... {Rec.	463,811	1.46	\$6,771 62	.....	\$6,771 62
{Del.	11,346	1.46	165 62	.....	Cr 165 62
Yonkers R. R. {Rec.	1,288,092	1.46	21,437 22	.....	21,437 22
{Del.	14,439	1.46	210 78	.....	Cr 210 78
Net received.....	1,726,118	—	—	.....	\$27,832 44

Union Railway Company of New York City

Corporate Deficit

Deficit at beginning of year.....		\$869,470 85
Net corporate loss for year.....		¹ 136,440 07
Other debits:		
Fixed Capital retired.....	\$9,078 83	
Adjustment of transportation of letter carriers for 1928 and 1929—proportion transferred to New York City Interborough and Southern Boulevard	18,424 67	
Net surplus adjustments of Westchester Street Transportation Co., Inc. for year ended June 30, 1930	6,772 07	34,275 57
Total debits		\$1,040,186 49
Credits:		
Bad debts collected	\$13 07	
Refund of State Gross Earnings Tax for 1927.	22,789 64	
Adjustment for purchase of boiler charged to expenses in 1928	16,779 61	
Tickets billed but not honored on ears.....	4,030 35	
Surplus adjustments of:		
Surface Transportation Corp.....	192 96	
Westchester Motor Transfer Co.....	391 66	
To write off claims set up under Receivership of which demand for payment was never made	17,427 29	61,624 58
Deficit, June 30, 1930.....		<u>\$978,561 91</u>

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuistion; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; Purchasing Agent, C. Witzel.

Directors.—W. C. Ewen, J. H. Seaman, J. W. Platten, G. W. Davison, S. W. Huff, H. Palagano, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

THE VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY

Incorporated February 15, 1861 and commenced operation March 3, 1863. Effective October 18, 1927 a Receiver was appointed. Operation was discontinued on December 14, 1929.

Receiver.—Edward L. Kelly.

Directors.—None.

Main Business Office.—16 Court Street, Brooklyn, N. Y.

Report verified by Edward L. Kelly, Receiver, November 12, 1930.

¹ Differs from Net corporate income reported in Table XV, A by \$191,592.43, representing Loss on Operation of Others, which was transferred on Table XV, A to Net Adjustments to Surplus. Details of this Loss are as follows:

Westchester Street Transportation Co., Inc., 100%.....	\$99,412 83
Westchester Motor Transfer Co., Inc., 50%.....	13,378 61
Surface Transportation Corp.—69%.....	78,800 99
Total	<u>\$191,592 43</u>

WESTCHESTER ELECTRIC RAILROAD COMPANY

Incorporated March 27, 1891. Stock control is held by the Third Avenue Railway Company, which owns all the capital stock.

Important Changes during Year.—Changes in track mileage were as follows:

	First track	Running track
Shortening turnout at Pelham Line.....		D 0 013
Shifting location of City Line at Pelham....		0.002
Lengthening curves at Fifth Ave.....	0,026	0.006
Removal of connecting curves at Main St....		D 0.016
Removal of part of connecting curves at Pelhamdale Ave.	D 0.004	D 0.004
Change in location of City Line, Mt. Vernon..	D 0.002	D 0.002
Abandonment of track in Mamaroneck on Boston Post Rd., from New Rochelle City Line to Larchmont Line.....	D 0.241	D 0.256
Net decrease	D 0.221	D 0.283

The Company purchased the entire capital stock of the South Westchester Bus Company, Inc. (50 shares), par value and cost, \$5,000.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed		Retired
	Original capital	Additions and betterments	
"Fixed Capital, December 31, 1908":			
Track and roadway construction.....			\$30,184 25
Electric equipment of cars.....			35,944 43
Fixed Capital Installed since December 31, 1908:			
Ties		\$130 50	581 15
Rails, rail fastenings and joints.....		542 74	1,121 80
Special work.....			772 00
Track laying and surfacing.....		1,483 58	
Paving		757 32	1,623 05
Shops and car houses.....		2,246 30	
Stations, waiting rooms and miscellaneous buildings.....	\$1,575 70		
Revenue buses.....	21,331 65		
Electric equipment of cars.....			2,576 24
Miscellaneous equipment.....	264 80		
Total	\$23,172 15	\$5,160 44	\$72,802 92

Expenditures for Principal Projects

Purchase of 10 Pittsburg revenue buses.....	\$21,331 65
Installation of garage tank at East 6th St., Mt. Vernon....	264 80
Changing track layout at Garden Ave., Mt. Vernon.....	2,914 14
Installation of 2 steel rolling doors at Garden Ave. and Sanford Blvd., Mt. Vernon.....	2,246 30
Construction of Waiting Platform, First St. between Fourth and Fifth Aves., Mt. Vernon.....	1,575 70
Total	\$28,332 59

CHAPTER III
OMNIBUS COMPANIES
YEAR ENDED JUNE 30, 1930

ABSTRACTS OF COMPANY RETURNS
OF
FIFTH AVENUE COACH COMPANY
NASSAU BUS LINE, INC.
NEW DORP BEACH BUS SERVICE, INC.
SURFACE TRANSPORTATION CORPORATION OF NEW YORK
TOMPKINS BUS CORPORATION

FIFTH AVENUE COACH COMPANY

Incorporated July 25, 1896 under Stock Corporation Law, the new company acquiring all the franchises and property of its predecessor, The Fifth Avenue Transportation Company, Ltd., which was incorporated October 29, 1885. Control of the respondent was acquired November 30, 1899 by the New York Transportation Company which owns all the outstanding stock.

Important Changes during Year.—Pursuant to Section 36 of the Stock Corporation Law of the State of New York under date of October 14, 1929, the respondent changed its previously authorized and issued capital stock consisting of 500 shares with a par value of \$100 per share into 50,000 shares without par value. A transfer of \$5,950,000 from Surplus to Capital was made pursuant to resolutions adopted at an adjourned regular meeting of the Board of Directors held on April 4, 1930.

Changes in Miscellaneous Investments were as follows:

Acquired:	Par value	Cost
Capital Stock of Associated Companies:		
Union Motor Coach Term., Inc. (200 shares)	No par	\$2,000 00
Frontier Coach Lines, Inc. (500 shares) . .	No par	5,000 00
Champlain Coach Lines, Inc. (500 shares)	\$50,000 00	50,000 00
Government securities	1,380,000 00	1,377,358 60
Railroad and public utility bonds and notes.	1,752,000 00	1,736,192 36
Miscellaneous securities	415,000 00	412,464 60
Property:		
59-61 West 36th Street	\$285,750 00	
58 West 37th Street	104,200 00	
60 West 37th Street	143,000 00	
Total Purchase Price	\$532,950 00	
Legal and Other Expense	19,452 36	
Exp. for Improvements.	123,916 77	676,319 13
Expended on 1480 Madison Ave. and 22 East 102d St.		274 50
Non-operating Property		684 70
Total Acquired		\$4,260,293 89
Disposed of:		
Government securities	\$3,587,500 00	\$3,578,742 54
Public utility bonds	200,000 00	196,075 01
Total Disposed of	\$3,787,500 00	\$3,774,817 55
Net Increase in Miscellaneous Investments		\$485,476 34

Mortgages on the property acquired during the year (shown above) of \$103,500, \$40,000 and \$10,000, respectively, were paid in January, 1930.

On July 2, 1929 the third instalment of \$1,000 was paid on second mortgage of \$65,000 on property at 22 East 102d Street and 1480 Madison Avenue.

Dividends were declared and paid as follows:

July 1, 1929, \$500,000—declared April 30, 1929.

March 15, 1930, \$125,000—declared January 7, 1930.

June 14, 1930, \$125,000—declared April 1, 1930.

For notes received and paid during year see *Bills and Accounts Receivable*, page 432.

Lease of garage at 641-5 West 130th Street to the Roth Auto Sales, Inc., for \$10,000 per annum was renewed for one year.

Bonwit Garage Corporation leased the garage at 149th Street and Gerard Avenue for \$21,375 per annum, effective October 1, 1929.

Union Motor Coach Terminal leased Motor Coach Terminal at 59-61 West 36th Street and 58-60 West 37th Street for \$45,000 per annum, effective May 24, 1930, to terminate June 30, 1940.

No new powers or franchises were acquired.

Fifth Avenue Coach Company

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$7,153,373 95	Fixed Capital—Gross Investment	\$7,145,111 30	D \$8,262 65
3,078,157 82	Less Accrued amortization of capital	3,202,271 99	124,114 17
\$4,075,216 13	Fixed capital—net investment	\$3,942,839 31	D \$132,376 82
\$5,627,030 98	Miscellaneous Investments.....	\$6,112,507 32	\$485,476 34
	Current Assets:		
\$822,914 82	Cash	\$606,811 31	D \$216,103 51
5,000 00	Special deposit ¹	5,000 00	
342,625 00	Bills receivable.....	429,510 00	\$86,885 00
181,476 79	Accounts receivable.....	187,059 10	\$5,582 31
63,365 28	Interest and dividends receiv- able	56,371 93	D 6,993 35
\$1,415,381 89	Total current assets.....	\$1,284,752 34	D \$130,629 55
317,822 95	Materials and Supplies.....	382,924 17	65,101 22
\$1,733,204 84	Total floating capital.....	\$1,667,676 51	D \$65,528 33
	Miscellaneous Temporary Debits:		
\$33,876 89	Construction in process.....	\$100,885 96	\$67,009 07
103,511 43	Prepayments	88,752 92	D 14,758 51
2,867 28	Unamortized cost of tires in service	2,172 46	D 694 82
198,061 05	Cost of applications for addi- tional franchises.....	198,109 80	48 75
6,836 69	Other suspense.....	7,032 50	195 81
\$345,153 34	Total deferred debit items.	\$396,953 64	\$51,800 30
\$11,780,605 29	Total Assets.....	\$12,119,976 78	\$339,371 49
	LIABILITIES AND CAPITAL		
\$50,000 00	Common Stock.....	\$6,000,000 00	² \$5,950,000 00
\$153,000 00	Funded Debt.....	\$152,000 00	D \$1,000 00
	Unfunded Debt:		
\$258,369 42	Taxes accrued.....	\$210,015 68	D \$48,353 74
606 66	Working advances due associ- ated companies.....	506 32	D 100 34
126,596 69	Miscellaneous accounts pay- able	82,307 86	D 44,288 83
3,765 00	Interest accrued on funded debt	3,735 00	D 30 00
	Interest accrued on unfunded debt	56 47	56 47
500,000 00	Dividends declared.....		D 500,000 00
76,979 31	Due for wages and salaries..	86,528 61	9,549 30
49,525 97	Additional compensation to employees	49,758 11	232 14
\$1,015,843 05	Total unfunded debt.....	\$432,908 05	D \$582,935 00
	Reserves and Suspense Credit Balances:		
\$482,695 57	Casualties and insurance re- serve	\$582,653 30	\$99,957 73
84,748 90	Other reserves and suspense credit balances.....	121,801 67	37,052 77
\$567,444 47	Total reserves and suspense credit balances.....	\$704,454 97	\$137,010 50
\$9,994,317 77	Corporate Surplus.....	\$4,830,613 76	² D \$5,163,704 01
\$11,780,605 29	Total Liabilities and Capital...	\$12,119,976 78	\$339,371 49

Contingent Liabilities.—One judgment on appeal, \$7,149.11.

¹ Security for temporary permits deposited with Comptroller of City of New York.

² Under date of October 9, 1929, the respondent changed its capital stock consisting of 500 shares, par value \$100 per share, into 50,000 shares without par value. In accordance with resolutions adopted at meeting of Board of Directors on April 4, 1930, \$5,950,000 was transferred from Surplus to Capital.

Fifth Avenue Coach Company
DETAILS OF ASSETS AND LIABILITIES

Fixed Capital

TITLE OF ACCOUNT	Additions during year	Withdrawn or retired during year	Balance at June 30, 1930
"Fixed Capital, December 31, 1908":			
Shop tools, machinery and furniture			\$777 00
Miscellaneous office furniture.....			263 90
Organization			25,105 27
Total, "Fixed Capital, December 31, 1908".....			\$26,146 17
Fixed Capital Installed since December 31, 1908:			
Intangible:			
Patent rights.....	\$67 30		\$3,699 39
Land:			
Occupied by garage, 132d Street..			299,383 80
Occupied by garage, 102d Street..			221,138 75
Structures:			
Garage, 132d Street.....	749 41		1,703,615 06
Garage, 102d Street.....			372,687 38
Improvements on Leasehold Property			880 00
Equipment:			
Shop equipment.....	760 97	\$50 00	161,601 64
Conductors and drivers' room....			1,805 53
Motor coaches.....	¹ 341,425 43	¹ 345,849 33	3,928,177 72
Office furniture.....	956 56	671 55	48,509 45
Miscellaneous equipment.....	4,840 59	10,492 03	377,466 41
Total, Fixed Capital Installed since December 31, 1908....	\$348,800 26	\$357,062 91	\$7,118,965 13
Total, Fixed Capital.....	\$348,800 26	\$357,062 91	\$7,145,111 30

Expenditures for Principal Projects During Year

Patents:		
Richardson and Fielder patents.....		\$67 30
Buildings:		
132d Street garage—Principally sheet metal work.....		749 41
Shop Tools and Machinery:		
1 Blower system	\$325 50	
1 Dugolite sanding and polishing machine....	197 50	
1 Electric Tachometer	155 00	
Other	82 97	760 97
Motorbuses:		
Chassis:		
12 Z-type	\$25,980 82	
2 2L-type	5,692 68	
1 L-type	² 2,669 62	
Adjustments and additional cost of chassis reported in prior years.....	720 28	35,063 40
Bodies:		
12 Z-type	\$40,566 82	
3 2L-type	13,060 12	
Adjustments and additional cost of bodies reported in prior years.....	1,554 05	55,180 99

¹ Includes \$128,792.07 for 20 observation parlor coaches installed and retired during year.

² Transferred from Miscellaneous Equipment.

Fifth Avenue Coach Company

Expenditures for Principal Projects During Year—Concluded

Engines:			
14 Z-type	\$14,129 51		
2 R-type	1,613 12		
1 R-type	¹ 790 00		
2 A-type	¹ 1,283 60	17,816 23	
<hr/>			
Complete Equipment (Chassis, Bodies and Engines):			
10 Y-type parlor coaches.....	\$104,572 74		
20 W. C. E. observation parlor coaches....	² 128,792 07	233,364 81	
<hr/>			
Miscellaneous Equipment:			
1 A-type chassis for snow plow.....	³ \$2,168 79		
2 A-type engines for snow plows.....	³ 1,366 70		
1 Body for service truck.....	465 47		
1 Chevrolet light truck.....	571 53		
1 Rear axle housing.....	268 10	4,840 59	
<hr/>			
Office Furniture and Fixtures—Various.....		956 56	
<hr/>			
Total		\$348,800 26	
<hr/>			

Fixed Capital Retired during Year

Motorbuses:			
Chassis:			
63 chassis retired	\$136,071 61		
1 chassis transferred to Miscellaneous Equipment	2,168 79	\$138,240 40	
<hr/>			
Bodies:			
1 body retired	\$1,634 78		
Adjustment of prior years.....	6 32	1,641 10	
<hr/>			
Engines:			
67 engines retired	\$44,209 40		
2 engines transferred to Miscellaneous Equipment	1,366 70	45,576 10	
<hr/>			
Complete Equipment (Chassis, Bodies and Engines):			
3 Y-type parlor coaches.....	\$30,933 03		
20 W. C. E. observation parlor coaches....	² 128,792 07		
Freight charges on 5 W-type coaches.....	666 63	160,391 73	
<hr/>			
Office Furniture:			
1 Safe	\$175 00		
3 Underwood typewriters	381 75		
Other	114 80	671 55	
<hr/>			
Shop Equipment:			
Electric drill		50 00	
<hr/>			

¹ Transferred from Miscellaneous Equipment² Installed and retired during year.³ Transferred from Motorbuses.

Fifth Avenue Coach Company

Fixed Capital Retired During Year—Concluded

Miscellaneous Equipment:

1 Buick car body	\$300 00	
1 Ford Coupe	591 77	
1 Willys Knight	1,631 87	
1 Chassis off Snow Plow	3,814 00	
1 Chassis transferred to Motorbuses	2,080 79	
3 Engines transferred to Motorbuses	2,073 60	10,492 03
Total		<u>\$357,062 91</u>

Miscellaneous Investments

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held at close of year	Amount at which carried on respondent's books ¹	Income accrued during year
Stock:			
New York Railways Co.—90,200 shares of common stock	No par	\$937,145 59	.....
Gray Line Motor Tours, Inc.	\$16,600 00	25,650 00	.....
Union Motor Coach Terminal, Inc. (200 shares)	No par	2,000 00	.....
Frontier Coach Lines, Inc. (500 shares)	No par	5,000 00	.....
Champlain Coach Lines, Inc. (500 shares)	50,000 00	50,000 00	.....
Bonds and Notes of Independent Corporations	2,167,000 00	2,148,656 96	\$38,903 69
City of New York Rapid Transit Bonds ²	20,000 00	17,400 00	850 00
City of New York Registered Bonds ²	5,000 00	4,922 50	155 84
City of New York Water Supply Bonds ³	10,000 00	10,175 00	450 00
Other Municipal, State and Federal Securities	1,865,000 00	1,872,795 62	70,467 77
Land and Buildings:			
641-5 West 130th Street	—	115,283 07	—
1480 Madison Ave. and 22 East 102d Street	—	196,952 13	—
59-61 West 36th Street and 58-60 West 37th Street	—	676,319 13	—
Non-Operating Property:			
Shop tools, machinery and fixtures	—	6,483 13	—
Improvements on Leasehold Prop- erty	—	43,724 19	—
Total	—	<u>\$6,112,507 32</u>	<u>⁴ \$110,827 30</u>

¹ Identical with money cost.² Deposited with State Industrial Commission as security in connection with granting respondent the privilege of carrying its own Workmen's Compensation Insurance.³ Deposited with City of New York as security in connection with revocable permits to operate certain streets.⁴ In addition, \$59,164.97 was accrued on securities disposed of during the year.

Fifth Avenue Coach Company
Bills and Accounts Receivable

	Advanced during year	Reimbursed during year	Balance at June 30, 1930
New York Transportation Co.....	\$36,981 31	\$38,426 01	\$3,671 39
Gray Line Motor Tours, Inc. (demand)....	27,930 00	32,125 00	221,430 00
Gray Line Motor Tours, Inc. (open a/c) ..	126,612 20	137,334 11	10,243 32
New York City Omnibus Corp.....	25,000 00	.....	142,000 00
Frontier Coach Lines, Inc. (demand).....	98,580 00	66,000 00	32,580 00
Frontier Coach Lines, Inc. (open a/c)....	81,791 65	71,125 42	10,666 23
Champlain Coach Lines, Inc. (demand)....	33,500 00	.....	33,500 00
Champlain Coach Lines, Inc. (open a/c) ..	13,160 50	356 53	12,803 97
Union Motor Coach Terminal, Inc. (open a/c)	17,750 74	169 50	17,581 24
Baltimore & Ohio R. R. Co.—Special Service Queenshoro Corp.—50% of loss on Jackson Heights route.....	.....	.....	63,794 14
Tompkins Bus Corp.....	.....	.....	19,306 24
Sundry accounts.....	.....	.....	8,123 41
	.....	.....	40,869 16
Total .....	.....	.....	\$616,569 10

Prepayments

Taxes	\$54,419 60
Insurance	18,053 18
Rents	1,750 00
Rent of fire alarm system.....	1,323 00
Storage of combustibles.....	1,902 49
Rent of fare registers.....	8,911 78
Advertising commissions	2,392 87
Total	\$88,752 92

Funded Debt.—Consolidated mortgage of \$90,000, dated June 30, 1926, due July 1, 1931, with interest at 5 per cent. Second mortgage, \$65,000, dated July 2, 1926, interest at 6 per cent, the principal payable in annual installments of \$1,000 until July 1, 1936, when balance is due; paid during year, \$1,000; balance at June 30, 1930, \$62,000. Total Funded Debt, June 30, 1930, \$152,000.

Fifth Avenue Coach Company

Reserves

TITLE OF RESERVE	Balance, June 30, 1929	Credits	Debits	Balance, June 30, 1930
Accrued Amortization of Capital:				
Maintenance and obsolescence of plant and equipment and depreciation of vehicle equipment.....	\$2,504,307 87	\$1,141,138 96	\$1,102,221 05	\$2,543,225 78
Depreciation of vehicle equipment, Baltimore & Ohio R. R.	104,977 53	48,661 95	17,301 22	136,338 26
Depreciation of shop tools, machinery, furniture and fixtures	157,991 39	12,647 47	391 34	170,247 52
Depreciation of buildings.....	310,773 89	41,523 54	.....	352,297 43
Amortization of improvements on leasehold property.....	107 14	55 86	.....	163 00
Total.....	<u>\$3,078,157 82</u>	<u>\$1,244,027 78</u>	<u>\$1,119,913 61</u>	<u>\$3,202,271 99</u>
Casualties and Insurance:				
Injury and damage claims.....	\$401,302 93	\$178,651 16	\$87,445 02	\$492,509 07
Workmen's compensation.....	81,392 64	19,455 50	10,703 91	90,144 23
Total.....	<u>\$482,695 57</u>	<u>\$198,106 66</u>	<u>\$98,148 93</u>	<u>\$582,653 30</u>
Other Reserves and Suspense Credit Balances:				
Depreciation of uniforms.....	\$11,759 02	\$19,553 19	\$14,484 70	\$16,827 51
Depreciation of inventories....	16,125 43	30,703 27	2,550 91	44,277 79
Reserves on Non-Operating Property:				
Depreciation of shop tools, machinery, furniture and fixtures.....	1,644 71	593 64	.....	2,238 35
Depreciation of buildings....	19,604 79	2,712 61	5 42	22,311 98
Amortization of improvements on leasehold property.....	24,663 97	8,235 42	.....	32,899 39
Items collected in advance:				
Rent of land and buildings...	416 67	10,000 00	10,000 00	416 67
Advertising and scrap awards.	1,833 47	24,611 20	23,645 03	2,799 64
Other suspense.....	8,700 84	5 00	8,675 50	30 34
Total.....	<u>\$84,748 90</u>	<u>\$96,414 33</u>	<u>\$59,361 56</u>	<u>\$121,801 67</u>

Fifth Avenue Coach Company

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue.....	\$5,883,461 30	D \$283,833 70
Chartered buses	70,758 37	5,427 46
Advertising privileges	144,110 88	D 13,256 26
Storage of buses.....	1,291 32	1,001 86
Rent of buses.....	693 47	D 20,211 42
Miscellaneous ¹	9,470 20	D 1,803 74
Total operating revenues.....	\$6,109,785 54	D \$312,675 80
Operating Expenses:		
Maintenance—expended	\$857,440 26	D \$17,869 09
Maintenance—reserved	283,698 70	D 29,282 73
Traffic	2,584 03	587 67
Transportation	3,132,991 70	D 132,164 38
General expenses	625,823 21	D 74,187 57
Total operating expenses.....	\$4,902,537 90	D \$252,916 10
Taxes	486,536 60	28,827 79
Total revenue deductions.....	\$5,389,074 50	D \$224,088 31
Operating Income	\$720,711 04	D \$88,587 49
Income from Outside Operations (Baltimore & Ohio R. R. Co. service):		
Revenue	\$384,895 78	
Less Expenses.....	327,249 79	
Taxes	5,253 34	
	52,392 65	8,837 69
Non-Operating Income:		
Miscellaneous rent revenues.....	\$94,474 42	
Interest revenues.....	228,158 28	
	\$322,632 70	
Less Rent Expense and Taxes....	85,278 97	
	237,353 73	29,985 71
Gross Income Applicable to Corporate and Leased Properties	\$1,010,457 42	D \$49,764 09
Deductions from Gross Income:		
Hire of equipment.....	\$82 60	\$82 60
Miscellaneous rent deductions.....	7,687 50	D 12,335 40
Interest on funded debt.....	8,220 00	D 60 00
Other interest deductions.....	125 50	124 74
Total Deductions from Gross Income.....	\$16,115 60	D \$12,188 06
Net Corporate Income.....	\$994,341 82	D \$37,576 03

Corporate Surplus

Credit balance at beginning of year.....	\$9,994,317 77
Net corporate income for year.....	994,341 82
Profit on sale of securities.....	3,360 34
Adjustments applicable to prior years (net).....	39,316 83
Total credits.....	\$11,031,336 76
Debits:	
Dividends declared:	
\$2.50 per share on 50,000 shares, payable March 15, 1930	\$125,000 00
\$2.50 per share on 50,000 shares, payable June 14, 1930.....	125,000 00
Bad debts collected.....	723 00
Transfer to Capital Stock (see note 2, page 428)....	5,950,000 00
	6,200,723 00
Credit balance, June 30, 1930.....	\$4,830,613 76

¹ Payment by Queensboro Corporation account of loss from operation of Jackson Heights route.

Fifth Avenue Coach Company

Operating Expenses

Maintenance of Plant and Equipment:

Superintendence	\$85,421 79
Repairs of buildings and fixtures.....	34,718 45
Repairs of shop tools and machinery.....	3,446 64
Shop expenses	42,745 67
Repairs of omnibus bodies—material.....	37,815 91
Repairs of omnibus bodies—labor.....	146,540 61
Repairs of omnibus chassis—material.....	183,999 80
Repairs of omnibus chassis—labor.....	223,771 81
Lighting buses	22,043 15
Tires	71,207 44
Repairs of service cars.....	5,728 99
Depreciation of Equipment.....	230,532 01
Depreciation of Shop Tools and Machinery.....	11,643 15
Depreciation of Buildings.....	41,523 54

Total	\$1,141,138 96
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Traffic:

Advertising	\$2,584 03
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Transportation:

Superintendence	\$247,056 96
Fuel	270,009 81
Lubricants	29,235 26
Drivers	1,251,159 37
Conductors	1,066,493 77
Miscellaneous bus service employees.....	8,079 62
Miscellaneous bus service expenses.....	88,508 37
Washers and cleaners.....	75,851 86
Other garage employees.....	57,590 58
Cleaning material	6,168 67
Other garage expenses.....	18,887 67
Other transportation expenses.....	13,949 76

Total	\$3,132,991 70
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General Expenses:

Salaries and expenses—general officers.....	\$73,544 12
Salaries and expenses—general office clerks.....	76,512 63
General office supplies and expenses.....	12,478 61
General law expenses.....	10,241 21
Insurance	29,292 23
Miscellaneous general expenses.....	¹ 150,637 62
Accidents and damages.....	87,445 02
Claim department expenses.....	20,732 24
Medical expenses	930 00
Injury and damage reserve.....	91,206 14
Salaries and expenses of attorneys.....	28,914 46
Court costs and expenses.....	6,703 32
Law printing	146 75
General stationery and printing.....	3,053 23
Stores expenses	33,871 39
Undistributed adjustment balance.....	114 24

Total	\$625,823 21
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Grand Total—Operating Expenses.....	\$4,902,537 90
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¹ Includes \$82,544.20 account of additional compensation accruing to employees for the year ended June 30, 1930.

Fifth Avenue Coach Company

Taxes ¹

	CLASS OF TAX	Amount of levy	Amount accrued	Amount paid
Local:				
Land	2 \$75,316 02	3 \$46,327 59	\$63,031 02
Improvements on land			
Personal property	10,120 00	10,160 00	10,120 00
Gross Earnings—5 per cent	321,263 23	306,733 26	321,263 23
Bus licenses—\$20 per bus	8,920 00	9,269 67	8,920 00
State:				
Franchise—gross earnings	33,779 67	35,247 32	33,779 67
Capital stock	12,500 00	12,500 00	12,500 00
Vehicle licenses	14,630 14	12,774 18	12,454 39
Gasoline	57,688 78	53,270 58	53,270 58
New Jersey:				
Vehicle licenses	1,528 00	254 00	203 00
Total charged to Operating Expenses		\$535,745 84	\$486,536 60	\$515,541 89
Real estate tax:				
Non-operating income	(⁴)	14,504 76	(⁴)
Total charged to Income		\$535,745 84	\$501,041 36	\$515,541 89
Other charges:				
Fixed Capital (Real estate—City)	(⁴)	1,282 32	(⁴)
Suspense (Real estate—City)	(⁴)	57 08	(⁴)
Surplus (State Gross Earnings)			35,291 42
Total		\$535,745 84	\$502,381 36	\$550,833 31

Description of Streets Traversed

Route	Termini between which road	Length of route (miles) ⁵
Fifth Avenue, Washington Square and South Fifth Avenue.....	East 89th Street and Bleecker Street	4.34
Fifth Avenue, East 120th Street, Mt. Morris Park West, 124th Street and Fifth Avenue.....	East 89th Street and 135th Street	2.48
West 110th Street.....	Fifth Avenue and Riverside Drive	1.11
Seventh Avenue, West 153d Street and Macombs Dam Road.....	110th Street and 155th Street...	2.38
St. Nicholas Place, St. Nicholas Avenue and Manhattan Avenue	110th Street and 155th Street...	2.22
West 155th Street.....	St. Nicholas Place and Mc- combs Dam Road.....	0.33
West 57th Street.....	Fifth Avenue and Broadway...	0.46
Broadway	West 57th Street and West 72d Street	0.87
West 72d Street.....	Broadway and Riverside Drive..	0.23
West 72d Street.....	Broadway and Central Park West	0.35
East 72d Street.....	Fifth Avenue and First Avenue..	0.65
Riverside Drive	West 72d Street and 135th Street	3.20
West 135th Street.....	Riverside Drive and Broadway..	0.18
West 32d Street.....	Fifth Avenue and Seventh Avenue.	0.40
Broadway	135th Street and St. Nicholas Avenue	1.53
St. Nicholas Avenue.....	148th Street and 168th Street...	1.08
Amsterdam Avenue	167th Street and 168th Street...	0.05
Edgecombe Road	155th Street and 167th Street...	0.57

¹ Company reports Federal Income Taxes for 1924, \$9,321.49 as due and unpaid.² Includes \$1,340, second half of tax for 1929.³ See also Real estate taxes charged to non-operating income, Fixed Capital and Suspense.⁴ Included above.⁵ These figures exclude duplication of parts of streets traversed. The aggregate is 32.13 miles.

Fifth Avenue Coach Company

Description of Streets Traversed—Concluded

Audubon Avenue	St. Nicholas Avenue and 168th Street	0.13
168th Street	St. Nicholas Avenue and Amsterdam Avenue	0.06
St. Nicholas Avenue.....	168th Street and 193d Street....	1.30
31st Street	Fifth Avenue and Eighth Avenue	0.53
Eighth Avenue	31st Street and 33d Street.....	0.10
33d Street	Eighth Avenue and Seventh Avenue	0.17
Seventh Avenue	33d Street and 32d Street.....	0.05
East 9th Street.....	Fifth Avenue and Fourth Avenue	0.30
Fourth Avenue	9th Street and Astor Place.....	0.09
Jackson Heights	25th Street and Fifth Avenue and 25th Street and Northern Boulevard	6.02
25th Street Crosstown.....	Northern Boulevard and Queens Boulevard	0.95

Buses

TYPE	Installed during year	Retired during year	Number at June 30, 1930	Aggregate seating capacity
Double deck	15	1	487	27,650
Single deck	30	23	53	1,403
Total.....	45	24	¹ 540	29,053

Miscellaneous.—Number of garages, 5; number of office buildings, 1; number of transfer points at close of year with own cars, 17.

¹ Exclusive of 1 extra A type chassis and 3 extra single deck bodies.

Fifth Avenue Coach Company
Passenger Movement by Routes

No.	DESIGNATION OF ROUTE ¹	Length of route (miles)	Number of round bus trips	Number of active passenger bus miles	Number of active bus-seat miles	Number of passenger bus hours	Number of passengers at 10 cents	PASSENGER RECEIPTS		
								Amount	Average per bus-mile (cents)	Number of transfers collected
1.	Fifth Avenue from 135th Street to Bleeker Street	6.83	9,654	107,743	6,223,786	17,973	693,272	\$69,327 20	64.34	15,628
2.	Seventh Avenue from 125th Street to 110th Street to Fifth Avenue to Washington Square	6.25	88,744	1,121,052	64,730,497	171,964	7,247,570	724,757 00	64.65	715,752
3.	St. Nicholas Avenue from 181st Street to Manhattan Avenue to 110th Street, Fifth Avenue to 25th Street	8.68	115,931	1,958,034	113,079,186	258,854	10,048,031	1,004,803 10	51.32	539,962
4.	Broadway from 168th Street to 135th Street to Riverside Drive to 72d Street to Broadway to 57th Street to Fifth Avenue to 31st Street to Pennsylvania Station, to Astor Place	9.47	116,000	1,902,857	109,869,799	279,558	10,448,789	1,044,878 90	54.91	385,872
5.	Riverside Drive to 72d Street to Broadway to 57th Street to Fifth Avenue to Washington Square	9.25	146,709	2,534,294	146,310,710	359,863	14,717,374	1,471,737 40	58.07	725,153
6.	72d Street and First Avenue to Fifth Avenue to 57th Street to Broadway to 72d Street to Central Park West	2.98	22,073	141,624	3,540,625	23,216	359,402	35,940 20	25.38	33,920
7.	St. Nicholas Avenue and 193d to 167th Street to Edgecomb Road to 155th Street to Macombs Place to 153d Street to Seventh Avenue and 125th Street	4.23	73,827	616,306	35,589,138	80,893	4,580,780	458,078 00	74.33	1,198,451
8.	193d Street and St. Nicholas Avenue to 168th Street to Broadway to 135th Street to Riverside Drive to 72d Street to Broadway to 57th Street to Fifth Avenue to 25th Street	9.49	48,470	813,993	46,926,579	111,482	4,210,325	421,032 50	51.72	255,762
9.	72d Street and Central Park West to Broadway to 57th Street to Fifth Avenue to Washington Square	4.21	14,472	118,268	6,834,292	24,875	903,048	90,304 80	76.36	14,146

15. 25th Street and Fifth Avenue to 57th Street to Lexington Avenue to 59th Street to Queensboro Bridge to Queens Boulevard to Roosevelt Avenue to 25th Street to Jackson Avenue, returning 25th Street to Roosevelt Avenue to Queens Boulevard to Queensboro Bridge to Second Avenue to 60th Street to Park Avenue to 57th Street to Fifth Avenue to 25th Street.
16. 25th Street and Jackson Avenue to Baxter Avenue to Broadway, Elmhurst, to Queens Boulevard.

7.62	70,694	1,032,005	59,940,251	138,413	4,860,509	486,050 90	47.10	172,724
1.55	53,184	159,580	3,989,525	21,508	765,513	76,551 30	47.97	95,245
32.33	759,758	10,505,756	597,034,388	1,488,599	58,834,613	\$5,883,461 30	56.00	4,152,615
Total.								

Special or Chartered Buses.— Number of trips made during year, 4,940; earnings, \$70,758.37; per special bus mile, 81.7 cents; per special bus hour, \$4.15.

¹ Buses were operated from time to time during the year, as occasion demanded, over intermediate routes and extensions to regular routes, but no separate record has been kept of operation between these intermediate terminals.

Fifth Avenue Coach Company

Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS					BUS HOURS		Number of (active) bus-seat miles	Number of bus trips (round)	PASSENGER BUS MILES		Chartered bus miles	Total revenue bus miles	Non-revenue bus miles ¹
	Regular passenger earnings	Other bus earnings	Number each month	Greatest number in one day	Number of transfers collected	Passenger (active) and idle	Chartered			Active	Idle			
July, 1929.....	\$560,956 70	\$5,702 20	5,609,567	203,561	443,125	133,133	1,370	55,788,696	70,714	992,458	24,107	9,464	1,026,029	6,832
August.....	523,342 80	4,790 30	5,233,428	187,464	391,629	128,353	1,117	54,424,694	68,964	967,754	22,470	7,376	997,600	3,267
September.....	533,434 40	5,021 72	5,334,344	204,851	399,360	127,020	1,122	50,843,503	64,503	901,221	24,203	7,235	932,659	3,111
October.....	503,582 30	7,126 05	5,035,823	200,089	344,917	131,578	1,445	50,288,403	64,865	894,631	25,862	8,135	928,648	3,161
November.....	447,672 90	5,705 88	4,476,729	201,214	282,982	120,801	1,402	49,004,970	60,612	834,657	25,778	6,188	866,503	2,851
December.....	417,710 20	4,822 73	4,177,102	181,890	263,634	122,679	1,338	47,094,465	60,010	817,307	27,816	4,761	849,884	4,877
January, 1930.....	419,591 00	5,287 48	4,195,910	179,410	257,451	119,938	1,329	47,177,669	61,671	844,088	29,236	5,388	878,712	4,009
February.....	409,135 30	4,773 34	4,091,353	197,126	260,962	107,636	1,198	44,011,009	55,608	765,708	25,274	4,815	795,797	3,820
March.....	467,250 60	5,808 28	4,672,506	180,091	312,911	117,575	1,392	47,578,966	60,351	833,465	26,912	6,509	866,866	7,859
April.....	491,525 30	6,599 79	4,915,253	219,566	342,402	120,901	1,617	47,516,896	60,480	829,875	28,132	6,478	864,485	7,696
May.....	568,931 90	8,789 70	5,689,319	239,327	425,241	131,523	2,042	52,245,319	66,585	917,624	29,468	9,896	956,988	7,678
June.....	540,327 90	6,331 20	5,403,279	206,022	428,001	127,372	1,672	51,059,798	65,395	906,968	28,177	10,320	945,465	7,574
Total.....	\$5,883,461 30	\$70,758 37	58,834,613	—	4,152,615	1,488,599	17,044	597,034,388	759,758	10,505,756	317,435	86,565	10,909,756	62,735

Operating Ratios

RATIOS	OPERATING REVENUES				OPERATING EXPENSES				Income from operation
	Passenger	Chartered bus	Advertising	Total	Main-tenance expended	Main-tenance reserved	Trans-portion	Total	
Per revenue bus mile (cents)....	53.93	0.65	1.32	56.00	7.86	2.60	28.72	5.74	4.46
Per revenue bus hour.....	\$3.95	\$0.09	\$0.19	\$4.10	\$0.58	\$0.19	\$0.42	\$0.33	\$0.48
Per cent of operating revenues..	96.29	1.16	2.36	100.00	14.04	4.64	51.28	80.24	7.96

¹ Consists of mileage of buses used to haul snow scrapers, instruction cars, trucks and sand cars.

Fifth Avenue Coach Company*Intermediate Routes and Extensions to Regulate Routes**Route No. 1*

Fifth Avenue from 135th Street to 124th Street to Mount Morris Park West to 120th Street to Fifth Avenue to 25th Street and Washington Square.

Fifth Avenue from 125th Street to 124th Street to Mount Morris Park West to 120th Street to Fifth Avenue to 25th Street and Washington Square.

Fifth Avenue from 110th Street and 102nd Street to 25th Street and Washington Square.

Route No. 2

Broadway from 168th Street to 167th Street to Edgecombe Road to 155th Street Viaduct to MacCombs Place to 153rd Street to Seventh Avenue to 110th Street to Fifth Avenue to 42nd Street, 25th Street and Washington Square.

Seventh Avenue from 145th Street to 110th Street to Fifth Avenue to 25th Street and Washington Square.

Seventh Avenue from 125th Street to 110th Street to Fifth Avenue to 25th Street.

Route No. 3

St. Nicholas Avenue from 193rd Street to Broadway to 167th Street to St. Nicholas Avenue to Manhattan Avenue to 110th Street to Fifth Avenue to 42nd Street and 25th Street.

St. Nicholas Avenue from 181st Street to Broadway to 167th Street to St. Nicholas Avenue to Manhattan Avenue to 110th Street to Fifth Avenue to 42nd Street.

St. Nicholas Avenue from 161st Street and 155th Street and 145th Street to Manhattan Avenue to 110th Street to Fifth Avenue to 25th Street.

St. Nicholas Place from 155th Street to St. Nicholas Avenue to 110th Street to Fifth Avenue to 25th Street.

47th Street, 57th Street, 59th Street and Fifth Avenue to 110th Street to Manhattan Avenue, St. Nicholas Avenue to 168th Street and 181st Street.

Route No. 4

Broadway from 168th Street to 135th Street to Riverside Drive to Cathedral Parkway to 110th Street to Fifth Avenue to 42nd Street.

Broadway from 157th Street to 135th Street to Riverside Drive to Cathedral Parkway to 110th Street to Fifth Avenue (9th and 10th Streets) to Fourth Avenue to Astor Place.

Broadway from 157th Street to 135th Street to Riverside Drive to Cathedral Parkway to 110th Street to Fifth Avenue to Pennsylvania Station (via 31st and 32nd Streets).

Broadway from 157th Street and 145th Street to 135th Street to Riverside Drive to Cathedral Parkway to 110th Street, to Fifth Avenue to 42nd Street, 25th Street and Washington Square.

Broadway from 135th Street to Riverside Drive to Cathedral Parkway to 110th Street to Fifth Avenue to Pennsylvania Station, 25th Street and Astor Place.

Riverside Drive from 127th Street and 113th Street to Cathedral Parkway to 110th Street to Fifth Avenue to 25th Street and Washington Square also via 9th Street to Fourth Avenue to Astor Place.

Route No. 5

Broadway from 168th Street to 135th Street to Riverside Drive to 72nd Street to Broadway to 57th Street to Fifth Avenue to 25th Street and (via 9th and 10th Streets) to Astor Place, also 42nd Street.

Broadway from 157th and 145th Streets to 135th Street to Riverside Drive to 72nd Street to Broadway to 57th Street to Fifth Avenue to 42nd Street, 25th Street, Pennsylvania Station (via 31st and 32nd Streets), also Washington Square and Astor Place (via 9th and 10th Streets).

Fifth Avenue Coach Company

Route No. 5—Concluded

Broadway from 135th Street to Riverside Drive to 72nd Street to Broadway to 57th Street to Fifth Avenue to 42nd Street, Pennsylvania Station (via 31st and 32nd Streets) 25th Street, Washington Square, and Astor Place (via 9th and 10th Streets).

Riverside Drive from 127th Street and 120th Street and 113th Street and 96th Street to 72nd Street to Broadway to 57th Street to Fifth Avenue to 42nd Street, 25th Street, and Washington Square.

47th Street and Fifth Avenue to 57th Street to Broadway to 72nd Street to Riverside Drive to 135th Street to Broadway to 157th Street and 168th Street.

57th Street and Fifth Avenue and 57th Street and Seventh Avenue to Broadway to 72nd Street to Riverside Drive to 135th Street to Broadway to 157th Street and 168th Street.

Route No. 8

St. Nicholas Avenue from 193rd Street and 181st Street to Broadway to 135th Street to Riverside Drive to 72nd Street to Broadway to 57th Street to Fifth Avenue to 42nd Street.

57th Street and Fifth Avenue and 57th Street and Seventh Avenue to Broadway to 72nd Street to Riverside Drive to 135th Street to Broadway to St. Nicholas Avenue to 181st and 193rd Street.

Columbus Circle (59th Street and Broadway) to 72nd Street to Riverside Drive to 135th Street to Broadway to St. Nicholas Avenue to 181st and 193rd Street.

Route No. 15

Roosevelt Avenue from 82nd Street (25th Street) to Queens Boulevard to Queensboro Bridge to 60th Street to Park Avenue to 57th Street to Fifth Avenue to 42nd Street and 25th Street.

Roosevelt Avenue from Woodside Station to Queens Boulevard to Queensboro bridge to 60th Street to Park Avenue to 57th Street to Fifth Avenue to 25th Street.

Fifth Avenue from 32nd Street and 38th Street to 57th Street to Second Avenue to 59th Street to Queensboro Bridge to Queens Boulevard to Roosevelt Avenue to 83rd Street to Polk Avenue to 81st Street to Jackson Avenue to 82nd Street (25th Street).

Fifth Avenue from 57th Street to Second Avenue to 59th Street to Queensboro Bridge to Queens Boulevard to Roosevelt Avenue to 83rd Street to Polk Avenue to 81st Street to Jackson Avenue to 82nd Street (25th Street).

NOTE.—Coaches have been operated from time to time during the year as occasion demanded over separate routes but no separate record has been kept of operation between intermediate terminals.

Accidents

Killed, 1; Serious injuries, 1; minor injuries, 1,403; total, 1,405 (1,107 passengers, 141 employees, 157 others).

Judgments

	Number	Amount
Unpaid at beginning of year.....	2	\$2,660 35
Rendered during year.....	20	17,302 28
Compromised during year.....	3	2,988 35
Saving in compromise.....	..	261 00
Paid during year.....	17	9,563 17
Unpaid at close of year.....	2	7,150 11
Whereof on appeal.....	1	7,149 11

Fifth Avenue Coach Company

Actions for Damages

NUMBER OF SUITS

ITEM	In Municipal Courts	In City and County Courts	In Supreme Court	In Federal Courts	Total
Pending at beginning of year.....	250	192	215	2	659
Brought during year.....	224	47	25	2	298
Settled before trial by payment to claimant.....	134	29	38	.....	201
Judgment rendered.....	15	.....	5	.....	20
Case dismissed.....	7	39	30	.....	76
Otherwise disposed of.....	47	12	30	2	91
Total disposed of during year.....	203	80	103	2	388
Pending at close of year.....	271	159	137	2	569

Settlements

PERIOD IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENT	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
July 1, 1929-June 30, 1930.....	375	\$17,364 65	49	\$3,953 75	7	\$1,796 50	431	\$23,114 90
July 1, 1928-June 30, 1929.....	61	4,765 10	64	5,915 00	4	1,191 00	129	11,871 10
July 1, 1927-June 30, 1928.....	3	325 00	35	15,685 00	1	44 30	39	16,054 30
July 1, 1926-June 30, 1927.....	.....	.....	36	18,530 00	5	8,324 22	41	26,854 22
Prior to July 1, 1926.....	1	25 00	17	8,330 00	3	1,195 50	21	9,550 50
Total.....	440	\$22,479 75	201	\$52,413 75	20	\$12,551 52	661	\$87,445 02

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General Office Staff:		
General officers.....	9	\$109,880 00
Managers, superintendents.....	6	39,985 00
Lawyers.....	1	6,010 00
Claims department employees.....	10	23,927 50
Medical department.....	..	1,510 00
Clerks and bookkeepers.....	98	188,221 07
Stenographers and typists.....	14	23,831 54
Telephone operators.....	3	3,614 28
Janitors and watchmen.....	4	7,777 23
Messengers and others.....	17	18,919 98
Engineer.....	..	2,210 00
Draftsmen.....	4	12,680 34
Transportation:		
Inspectors.....	15	51,825 23
Starters.....	29	85,248 60
Depot masters.....	3	12,630 00
Receivers.....	7	16,601 18
Conductors.....	597	1,169,424 53
Drivers.....	591	1,375,771 92
Chauffeurs.....	2	4,780 50
Tailors.....	3	5,090 34
Garages and Shops:		
Cleaners.....	48	98,138 58
Oilers.....	9	15,996 87
Garage men.....	18	32,870 68
Carpenters.....	84	112,908 57
Carpenters' helpers.....	2	2,473 06
Blacksmiths.....	2	3,023 63
Machinists.....	149	310,024 19

Fifth Avenue Coach Company

Employees and Wages—Concluded

Machinists' helpers	19	38,617 57
Electricians	15	24,752 80
Tinners	19	25,549 87
Painters	33	64,010 55
Painters' helpers	1	2,767 08
Superannuated Employees	3	849 57
Total	1,815	¹ \$3,891,922 26

Distribution of Total Compensation

NAME OF ACCOUNT	Amount charged
Maintenance of Equipment.....	\$412,541 31
Operation of Buses.....	2,717,699 45
Injuries to Persons and Property.....	34,263 35
Other General Expenses.....	213,991 71
Outside Operations—Baltimore & Ohio R. R. Service.....	192,558 07
Other Accounts:	
Manufacturing account	\$207,949 65
Accounts receivable	56,406 78
47th Street Garage operating expense.....	54,020 35
Non-operating revenue deductions.....	1,028 99
Reserve for Workmen's Compensation.....	870 00
Miscellaneous	592 60
Total	¹ \$3,891,922 26

Appointments, Length of Service and Hourly Rates of Wages of Drivers and Conductors

PERIOD OF SERVICE	Drivers		Conductors	
	Number	Hourly rate (cents)	Number	Hourly rate (cents)
Appointments during year.....	—	—	147	—
Transfers from other positions.....	89	—	34	—
Transfers to other positions.....	32	—	81	—
Left service during year.....	67	—	109	—
Total number in service at close of year.....	617	—	606	—
Whereof in first year of service.....	4	69	129	62
Whereof in second year of service.....	17	70	76	63
Whereof in third year of service.....	55	73	49	66
Whereof in fourth year of service.....	110	74	62	67
Whereof in fifth or later year of service.....	431	75	290	68

Officers.—President, Frederic T. Wood; Vice-President and General Manager, Louis H. Palmer; Vice-President and Secretary, John E. McCarthy; Assistant Secretary, Francis X. O'Leary; Treasurer, George L. Willemis; Assistant Treasurer, William J. Freeman; Auditor, George V. Owen; Assistant Auditor, Charles A. Muth; General Attorney, Henry J. Smith; Claim Agent, Joseph A. Clair; Purchasing Agent, Worthington G. Strait.

Directors.—Edward N. D'Ancona, John D. Hertz, John C. Jay, Albert D. Lasker, Grayson M. P. Murphy, Royal E. T. Riggs, John A. Ritchie, Charles H. Sabin, Hugh J. Sheeran, Frederick Strauss, Frederic T. Wood.

Main Business Office.—605 West 132d Street, New York City.

Report verified by Frederic T. Wood, President, September 30, 1930.

¹ Excludes additional compensation accrued, \$82,544.20.

NASSAU BUS LINE, INC.

Incorporated December 2, 1920 under the transportation laws of the State of New York. James S. Shevlin owns 3,798 shares of the 3,800 shares of common stock outstanding at June 30, 1930.

Important Changes during Year.—None. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$119,472 84	Fixed Capital—Gross Investment.....	\$119,839 84	\$367 00
59,352 57	Less Depreciation.....	71,870 61	12,518 04
\$60,120 27	Fixed capital—net investment....	\$47,969 23	D \$12,151 04
	Current Assets:		
\$2,324 68	Cash	\$1,343 73	D \$980 95
5,000 00	Deposit, Town of Hempstead.....	5,000 00	.....
861 23	Deposit, City of New York.....	861 23	.....
.....	Accounts receivable.....	490 00	490 00
\$8,185 91	Total current assets.....	\$7,694 96	D \$490 95
\$866 82	Prepayments	\$856 57	D \$10 25
\$69,173 00	Total Assets.....	\$56,520 76	D \$12,652 24
	LIABILITIES AND CAPITAL		
	Capital Stock:		
\$250 00	Preferred	\$250 00	.....
38,000 00	Common	38,000 00	.....
\$38,250 00	Total capital stock.....	\$38,250 00	.....
	Unfunded Debt:		
\$566 94	Taxes accrued.....	\$565 66	D \$1 28
18,181 00	Notes payable.....	1,977 26	D 16,203 74
17,597 29	Accounts payable.....	10,513 06	D 7,084 23
\$36,345 23	Total unfunded debt.....	\$13,055 98	D \$23,289 25
D \$5,422 23	Corporate Surplus or (D) Deficit.....	\$5,214 78	\$10,637 01
\$69,173 00	Total Liabilities and Capital.....	\$56,520 76	D \$12,652 24

Capital Stock.—Par value per share, \$10. Authorized, preferred, \$50,000; common, \$50,000. Actually issued: Preferred, \$250 for cash; common, \$38,000 for cash value of other property.

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1930
Bus franchises.....	\$82 00	.....	\$26,339 75
Buses .....	.....	.....	90,746 09
Other equipment.....	285 00	.....	2,754 00
Total	\$367 00	.....	\$119,839 84

Nassau Bus Line, Inc.

Income Statement

		Net amount for year	Increase or (D) decrease
Operating Revenue:			
Passenger		\$109,701 60	\$315 60
Special bus		535 00	D 95 00
Contract with Woodmere High School.....		2,490 00	392 80
Advertising		1,300 00	200 00
Total Operating Revenues.....		\$114,026 60	\$813 40
Operating Expenses:			
Maintenance:			
Superintendence of plant and equipment	\$2,650 00		
Repairs of buses.....	12,829 54		
Tires and tubes.....	2,966 87		
Rent of garage.....	10,800 00		
Depreciation	12,518 04	\$41,764 45	D \$5,173 25
Transportation:			
Gasoline	\$12,089 04		
Oil and grease.....	915 11		
Superintendence	2,650 00		
Operators	30,329 42		
Other expenses	1,421 47	47,405 04	D 3,946 17
Injuries and Damages.....		169 75	D 1,121 73
General Expenses:			
Salaries—officers	\$11,550 00		
Salaries—others	1,615 00		
General office expenses.....	548 48		
General law expenses.....	225 00		
Insurance	1,509 79		
Advertising	270 49		
Miscellaneous general expenses..	2,485 33	18,204 09	D 5,304 23
Total Operating Expenses.....		\$107,543 33	D \$15,545 38
Taxes:			
Special franchise	\$1,329 59		
License (town and villages).....	630 00		
State franchise tax on gross earnings	564 93		
Motor vehicle licenses.....	289 98		
State capital stock.....	114 81	2,929 31	D 198 37
Total Revenue Deductions.....		\$110,472 64	D \$15,743 75
Operating Income		\$3,553 96	\$16,557 15
Non-Operating Income (Interest).....		412 81	37 37
Gross Income Applicable to Corporate and Leased Properties		\$3,966 77	\$16,594 52
Deductions from Gross Income:			
Interest		313 93	D 413 24
Net Corporate Income.....		\$3,652 84	\$17,007 76
<i>Corporate Surplus</i>			
Deficit at beginning of year.....			\$5,422 23
Credits:			
Net corporate income for year.....		\$3,652 84	
Adjustment of charges, prior years.....		5,050 72	
Adjustment of accounts payable, prior years..		1,933 45	10,637 01
Credit balance, June 30, 1930.....			\$5,214 78

Nassau Bus Line, Inc.

Traffic Statistics — Summary by Months

MONTH	Regular passenger bus earnings	Special bus earnings	Revenue passengers	Number of bus trips (single)	Passenger bus miles (active)	Special bus miles
July, 1929.....	\$15,863.50	\$240.00	225,517	9,900	39,410	10
August.....	14,246.40	20.00	198,300	9,488	38,544	10
September.....	9,881.75	.....	133,993	6,156	29,183	10
October.....	7,797.35	40.00	100,474	5,351	26,731	10
November.....	7,017.05	.....	94,022	6,325	32,991	.....
December.....	7,567.15	78.00	97,090	5,458	27,340	10
January, 1930.....	7,638.95	.....	97,039	5,398	26,937	.....
February.....	6,241.85	18.00	86,181	4,966	24,945	10
March.....	7,900.95	27.00	98,573	5,526	27,800	10
April.....	7,604.15	.....	100,746	5,276	26,352	.....
May.....	9,030.80	100.00	118,268	5,940	29,636	10
June.....	11,401.70	12.00	152,986	8,297	35,626	10
Total.....	\$112,191.60	\$535.00	1,503,209	78,081	365,495	80

Passenger Movement by Routes

ROUTE	Length of route (miles)	Number of bus trips (round)	Number of (active) passenger bus miles	REVENUE PASSENGERS				Passenger revenue
				At 5 cents	At 10 cents	At 15 cents	At 20 cents	
Lynbrook to Far Rockaway.....	6.2	24,924	309,033	829,033	269,448	70,167	21,757	\$92,390.40
Far Rockaway to Atlantic Beach.....	3.0	14,116	56,462	207,495	67,788	1,051	.....	17,311.20
Total.....	9.2	39,040	365,495	1,036,528	337,236	71,218	21,757	\$109,701.60

Nassau Bus Line, Inc.
Employees and Wages

OCCUPATION	Number at close of year	Total com- pensation
General officers	2	\$16,850 00
Clerk and bookkeeper	1	1,610 00
Inspector	1	2,600 00
Bus operators	22	27,729 49
Mechanics	4	7,876 65
Total	30	\$56,666 14

Officers.—President, James S. Shevlin; Vice-President, Secretary and General Manager, C. S. Benche; Treasurer, C. E. Fiske; Auditor, B. Cohen.

Directors.—James S. Shevlin, C. S. Benche, C. E. Fiske.

Main Business Office.—Broadway, Hewlett, L. I.

Report verified by C. S. Benche, Vice-President, September 30, 1930.

NEW DORP BEACH BUS SERVICE, INC.

Incorporated under the laws of the State of New York, March 25, 1925.
Commenced operation September 3, 1926.

Capital stock (150 shares of par value of \$100 each) is held as follows:
Joseph Rothenberg, 74; Marion G. Lewis, 72; Samuel Lewis, 2; Herman G. Loew, 1; Nathan Kosseff, 1.

Important Changes during Year.—None. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
	Fixed Capital:		
\$11,645 00	Intangible bus capital.....	\$11,645 00	.....
10,315 55	Tangible bus capital.....	16,498 03	\$6,182 48
\$21,960 55	Total fixed capital.....	\$28,143 03	\$6,182 48
4,563 02	Less Accrued amortization of capital..	6,282 28	1,719 26
\$17,397 53	Fixed capital—net investment....	\$21,860 75	\$4,463 22
	Current Assets:		
Cr \$99 25	Cash	Cr \$130 14	D \$30 89
2,066 09	Deposit with Dept. of Finance for performance of franchise.....	2,066 09	.....
.....	Other special deposit.....	30 00	30 00
400 00	Miscellaneous	400 00	.....
\$2,366 84	Total current assets.....	\$2,365 95	D \$0 89
\$19,764 37	Total Assets.....	\$24,226 70	\$4,462 33
	LIABILITIES AND CAPITAL		
\$15,000 00	Capital Stock.....	\$15,000 00	.....
	Unfunded debt:		
\$4,600 00	Due for wages and salaries.....	\$4,600 00	.....
4,987 90	Miscellaneous accounts payable.....	13,569 76	\$8,581 86
\$9,587 90	Total unfunded debt.....	\$18,169 76	\$8,581 86
\$4,823 53	Corporate Deficit.....	\$8,943 06	\$4,119 53
\$19,764 37	Total Liabilities and Capital.....	\$24,226 70	\$4,462 33

New Dorp Beach Bus Service, Inc.

Income Statement

		Net amount for year	Increase or (D) decrease
Operating Revenues:			
Passenger		\$17,324 60	\$887 05
School contract			D 1,897 57
Total operating revenues.....		\$17,324 60	D \$1,010 52
Operating Expenses:			
Maintenance:			
Tires and repairs.....	\$2,124 94		
Storage	705 84		
Depreciation	1,719 26	\$4,550 04	\$314 47
Transportation:			
Operators	\$8,805 45		
Gas and oil.....	5,095 79	13,901 24	2,565 40
General Expenses:			
Insurance	\$983 52		
Miscellaneous general expenses.	180 00	1,163 52	D 843 23
Total operating expenses.....		\$19,614 89	\$2,036 64
Taxes		1,829 33	727 51
Total revenue deductions.....		\$21,444 13	\$2,764 15
Operating Income		D \$4,119 53	D \$3,774 67
Interest Deductions			D 366 62
Net Corporate Income or (D) Loss.....		D \$4,119 53	D \$3,408 05

Buses.—Company owns 10 buses.

Description of Route.—Length of route, 1.625 miles, “Commencing at 5th Street and Rose Avenue along 5th Street to New Dorp Lane, along New Dorp Lane to Cedar Grove Avenue, along Cedar Grove Avenue to Neutral Avenue and returning from Neutral Avenue along Cedar Grove Avenue to New Dorp Lane, along New Dorp Lane to 6th Street, along 6th to Rose Avenue, along Rose Avenue to 5th Street to the point or place of beginning.”

Revenue Passengers Carried.—346,492 passengers; rate of fare, 5 cents.

Operators.—Weekly rate of \$35. At June 30, 1930, Company reports 3 operators; total wages of operators during year, \$8,805.45.

Officers.—President, Marion Gold Lewis; Vice-President, Herman G. Loew; Treasurer, J. Rothenberg.

Directors.—M. G. Lewis, H. G. Loew, J. Rothenberg.

Main Business Office.—225 Broadway, New York City.

Report verified by Marion Gold Lewis, President, October 6, 1930.

SURFACE TRANSPORTATION CORPORATION OF NEW YORK

Incorporated August 27, 1924. Granted a Certificate of Convenience and Necessity by the Transit Commission for a period of five years to Aug. 4, 1932, the date of expiration of the franchise contract with the City of New York. Operation was begun November 1, 1927. The capital stock is held by the New York City Interborough Ry. Co. (330 shares), Southern Boulevard R. R. Co. (135 shares) and the Union Ry. Co. (1,035 shares).

Important Changes during Year.—Equipment Trust Certificates were paid off during the year as follows: Series 1, \$100,000; Series 2, \$48,000; Series 3, \$18,000; total, \$166,000.

No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1929	ASSETS	June 30, 1930	Increase or (D) decrease
\$1,263,679 66	Fixed Capital—Gross Investment..	\$1,279,989 67	\$16,310 01
261,539 93	Less Accrued amortization of capital	502,244 78	240,704 85
	Fixed Capital—net investment	\$777,744 89	D \$224,394 84
\$1,002,139 73	Miscellaneous Investments.....	\$57,929 61	.....
\$57,929 61	Current Assets:		
¹ \$90,359 13	Cash	¹ \$108,830 77	\$18,471 64
² 51,600 00	Special deposits.....	² 54,625 00	3,025 00
56,611 09	Accounts receivable.....	73,620 79	17,009 70
1,767 49	Interest and dividends receivable	1,309 04	D 458 45
\$200,337 71	Total current assets.....	\$238,385 60	\$38,047 89
120,822 61	Materials and Supplies.....	183,351 39	62,528 78
\$321,160 32	Total floating capital.....	\$421,736 99	\$100,576 67
	Miscellaneous Temporary Debits:		
\$97,335 58	Temporary advances to associated companies.....	\$194,208 56	\$96,872 98
352 91	Prepayments	2,723 35	2,370 44
\$97,688 49	Total deferred debit items...	\$196,931 91	\$99,243 42
\$1,478,918 15	Total Assets.....	\$1,454,343 40	D \$24,574 75
	LIABILITIES AND CAPITAL		
\$150,000 00	Common Stock.....	\$150,000 00	.....
\$649,000 00	Funded Debt.....	\$483,000 00	D \$166,000 00
	Unfunded Debt:		
\$13,571 46	Taxes accrued.....	\$15,464 38	\$1,892 92
759,139 57	Working advances due associated companies.....	1,037,462 54	278,322 97
72,951 20	Miscellaneous accounts payable.....	50,804 70	D 22,146 50
9,025 00	Interest accrued on funded debt.....	10,429 16	1,404 16
27,228 24	Interest accrued on unfunded debt .....	.....	D 27,228 24
20,653 45	Due for wages and salaries....	22,801 36	2,147 91
1,131 00	Employees' deposits.....	1,145 00	14 00
\$903,699 92	Total unfunded debt.....	\$1,138,107 14	\$234,407 22
	Reserves and Suspense Credit Balances:		
\$10,608 31	Casualties and insurance reserve	\$20,907 07	\$10,298 76
29,517 29	Reserve for doubtful accounts..	40,436 24	10,918 95
875 00	Other suspense.....	600 00	D 275 00
\$41,000 60	Total reserves and suspense credit balances.....	\$61,943 31	\$20,942 71
D \$264,782 37	Corporate Surplus or (D) Deficit..	D \$378,707 05	D \$113,924 68
\$1,478,918 15	Total Liabilities and Capital.....	\$1,454,343 40	D \$24,574 75

¹ Includes Equipment Fund Cash, 1929, \$31,191.61; 1930, \$26,034.59.

² Includes Tort Claims Security Fund, \$50,000.

Surface Transportation Corporation of New York

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital

ACCOUNTS	Installed during year	Retired during year	Balance at June 30, 1930
Organization		\$78 00	\$232 35
Bus franchises	\$78 00		12,671 46
Improvements on 180th Street Garage.	4,087 87		18,466 68
Shop equipment	5,748 35	1,569 16	23,394 58
Revenue buses	3,460 55	950 00	1,151,248 63
Miscellaneous equipment	6,704 84	2,337 65	64,652 29
Furniture and fixtures	1,165 21		9,323 68
Total	<u>\$21,244 82</u>	<u>\$4,934 81</u>	<u>\$1,279,989 67</u>

Details of Expenditures for Principal Projects

Franchise fees (correction of 1929 entries)		\$78 00
Improvements on 180th Street Garage:		
Additional entrance	\$3,245 37	
Construction of 12 gauge metal smoke stacks.	706 00	
Installation of 1 Wayne portable pump	136 50	4,087 87
Shop equipment:		
1 No. 3 plain milling machine	\$1,350 00	
1 American 4 ft. Radial drill	1,400 00	
1 portable welding set	900 00	
Other equipment	2,098 35	5,748 35
Installation of improved heating system on 45 buses		3,460 55
Miscellaneous equipment:		
1 Garfield truck motor	\$949 96	
1 Sterling 1923 motor	1,053 27	
1 Reo 1925	1,361 65	
1 Dodge 1926	1,681 32	
1 Ford truck 1925	134 64	
2 Model AB Chevrolets	1,402 00	
1 Wayne portable pump at West Farms	122 00	6,704 84
Furniture and Fixtures		1,165 21
Total		<u>\$21,244 82</u>

Details of Fixed Capital Retirements

Organization (correction of erroneous entry in 1929)		\$78 00
Various shop equipment		1,569 16
Retirement of old heating system on 45 buses		950 00
Miscellaneous equipment:		
1 Reo truck	\$1,361 65	
1 Chevrolet demolished in collision	701 00	
1 10-ft. 10B snow plow blade	275 00	2,337 65
Total		<u>\$4,934 81</u>

Miscellaneous Investments.—U. S. Liberty Loan bonds, 4¼'s, par value and cost, \$40,000, deposited with State Industrial Commission; City of New York Corporate Stock, par value \$20,000, cost \$17,929.61, deposited with the City of New York under the franchise; total, \$57,929.61.

Surface Transportation Corporation of New York
Temporary Advances to Associated Companies

	Amount at June 30, 1930
Westchester Street Transportation Co.....	\$170,831 41
Westchester Motor Transfer Co.....	17,579 19
North Street Transportation Corp.....	3,544 63
Westchester Electric R. R. Co.....	133 87
Dry Dock, East Broadway & Battery R. R. Co.....	21 60
Hastings Ry. Co., Inc.....	1,371 35
Southern Boulevard R. R. Co.....	10 80
Yonkers R. R. Co.....	122 00
South Westchester Bus Co.....	593 71
Total	\$194,208 56

Capital Stock.—Issued 1,500 shares of capital stock, \$100 par value each, \$150,000, for cash in accordance with the Commission's Orders in Case 2872 and Case 2895.

Funded Debt

	Amount issued	Paid off during year	Outstanding June 30, 1930
Equipment Trust Certificates:			
Series No. 1, 5's.....	\$500,000	\$100,000	\$300,000
Series No. 2, 5's.....	242,000	48,000	146,000
Series No. 3, 5's.....	73,000	18,000	37,000
Total	\$815,000	\$166,000	\$483,000

Working Advances due Associated Companies

	Amount at June 30, 1930
Union Railway Company.....	\$815,662 54
Southern Boulevard R. R. Co.....	28,200 00
New York City Interborough Ry. Co.....	193,600 00
Total	\$1,037,462 54

Surface Transportation Corporation of New York

Income Statement

	Net amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$1,997,416 15	\$148,188 25
Chartered buses	298 00	283 00
Advertising privileges	15,000 00	.....
Rent of garage space.....	3,722 74	3,722 74
Rent of equipment.....	4 80	D 14,831 50
Total operating revenues.....	\$2,016,441 69	\$137,362 49
Operating Expenses:		
Maintenance	\$749,430 79	D \$29,778 45
Transportation	969,173 36	D 34,171 68
Injuries to persons and property.....	99,885 71	7,423 56
General and miscellaneous expenses.....	86,508 16	4,106 88
Total operating expenses.....	\$1,904,998 02	D \$52,419 69
Taxes	71,969 53	6,338 09
Total revenue deductions.....	\$1,976,967 55	D \$46,081 60
Operating Income	\$39,474 14	\$183,444 09
Non-Operating Income:		
Interest on bank balances.....	\$960 84	
Interest on participating mortgage—tort claims security fund	2,500 00	
Interest on miscellaneous investments	2,400 00	
Interest on advances to associated companies	7,444 77	13,305 61
		2,889 25
Gross Income Applicable to Corporate and Leased Properties	\$52,779 75	\$186,333 34
Deductions from Gross Income:		
Hire of equipment.....	\$29,218 01	\$11,661 29
Rent of shops, garages and offices.....	61,161 68	4,570 60
Interest on funded debt.....	29,970 83	D 5,365 38
Interest on unfunded debt.....	46,633 56	19,405 32
Total deductions from gross income....	\$166,984 08	\$30,271 83
Net Corporate Income or (D) Loss.....	D \$114,204 33	\$156,061 51

Surface Transportation Corporation of New York
Corporate Deficit

Deficit at beginning of year.....		\$264,782	37
Net corporate loss for year.....		114,204	33
Other debits:			
Retirement of Reo service truck.....	\$1,361	65	
Retirement of Chevrolet motor.....	476	00	
Adjustment of Shop Equipment charged in 1929		178	35
Adjustment of obsolete material charged off..		434	33
Adjustment of 1929 Gasoline inventory.....		120	76
Water bills applicable to 1929.....	1,414	23	
Adjustment of tax accruals for 1929:			
City Gross Earnings.....	335	00	
State Franchise tax on Gross Earnings.....	55	83	
Interest on Equipment Trust Notes No. 3 for June, 1929	383	33	
		4,759	48
Total debits		\$383,746	18
Credits:			
Over accrual of Insurance in 1929.....	\$345	70	
Cost of Garfield truck charged to expense in error	949	96	
Amount received for Advertising, 1928.....	3,666	82	
Minor credit	76	65	
		5,039	13
Deficit, June 30, 1930.....		\$378,707	05

Operating Expenses

Maintenance:			
Superintendence	\$28,906	26	
Repairs of garages and shops.....	5,163	43	
Removal of snow.....	2,583	43	
Tire renewals	91,451	15	
Accessories	14	62	
Repairs of bus bodies.....	52,655	30	
Repairs of bus chassis.....	292,972	70	
Repairs of service cars.....	6,014	23	
Shop expenses	20,900	25	
Machinery and tools.....	3,959	31	
Miscellaneous	1,936	70	
Depreciation of Plant Equipment, Fixtures and Other Intangible Capital	12,830	91	
Depreciation of Revenue Buses.....	230,042	50	
Total Maintenance	\$749,430	79	
Transportation:			
Gasoline	\$279,114	31	
Lubricants and oil.....	25,167	59	
Superintendence of transportation.....	103,003	50	
Bus drivers	85,621	69	
Bus conductors	74,862	33	
Bus operators	304,196	78	
Miscellaneous bus employees.....	18,163	42	
Miscellaneous bus expenses.....	4,420	86	
Garage employees	45,124	78	
Garage expenses	¹ 26,903	10	
Other transportation expenses.....	2,595	00	
Total Transportation	\$969,173	36	

¹ Includes gasoline storage permit. \$1,380.80.

Surface Transportation Corporation of New York

Operating Expenses—Concluded

Injuries to Persons and Property:

Carried to Reserve.....	\$10,298 76
Claim department expense.....	21,209 51
Medical expenses	5,857 06
Claims for injuries to employees.....	3,884 83
Other injuries and damages.....	38,443 73
Other expenses	151 77
Salaries and expenses of attorneys.....	13,010 58
Court costs and expenses.....	6,703 09
Law printing	326 38

Total Injuries to Persons and Property.....	\$99,885 71
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General and Miscellaneous Expenses:

Salaries and expenses of general officers.....	\$13,934 92
Salaries and expenses of general office clerks.....	22,028 72
General office supplies and expenses.....	1,673 05
General law expenses.....	7,405 80
Insurance	1,892 91
Relief department and pensions.....	1,797 69
Miscellaneous general expenses.....	15,062 70
General stationery and printing.....	4,223 29
Store expenses	27,301 22
Undistributed adjustments—balance	Cr 8,812 14

Total General and Miscellaneous Expenses.....	\$86,508 16
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Total Operating Expenses.....	\$1,904,998 02
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Taxes ¹

CLASS OF TAX	Amount of levy	Amount accrued	Amount paid
City—Gross earnings.....	\$60,263 02	\$59,928 02	\$59,897 43
State:			
Franchise tax on gross earnings....	10,061 67	10,005 84	9,264 86
Capital stock.....	180 95	115 81	180 95
Motor vehicle liceness.....	2,010 00	1,919 86	2,010 00
Total	<u>\$72,515 64</u>	<u>\$71,969 53</u>	<u>\$71,353 24</u>

Revenue Buses

There were 132 buses available for service at June 30, 1930, of which 116 were owned by the respondent and 16 leased from other companies. Seating capacity, 4,670.

¹ No Taxes Due and Unpaid.

Surface Transportation Corporation of New York
Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS			Number of transfers collected	Passenger bus hours ¹ (active and idle)	Number of (active) bus-seat miles	Number of bus trips ¹ (round)	PASSENGER BUS MILES		Non-revenue bus miles
	Regular passenger earnings ¹	Number each month	Greatest number in one day					Active	Idle	
July, 1929.....	\$171,526 60	3,430,532	134,666	168,486	50,566	15,303,925	46,788	427,350	9,281	2,091
August.....	157,321 00	3,146,420	122,258	159,041	50,739	15,007,174	44,446	418,215	9,504	2,540
September.....	163,131 00	3,262,620	124,160	170,563	47,585	13,949,052	44,335	390,662	8,843	2,168
October.....	162,274 25	3,245,485	119,742	176,765	48,488	14,104,719	45,604	394,869	9,685	2,832
November.....	155,939 25	3,138,785	122,808	175,520	46,112	13,368,894	43,373	375,027	9,230	2,633
December.....	162,682 25	3,253,645	122,124	171,396	47,891	13,728,677	45,247	385,552	9,833	2,551
January, 1930.....	163,633 35	3,272,667	118,082	184,233	48,328	13,866,684	47,789	389,432	10,351	2,238
February.....	150,077 40	3,001,548	117,799	180,154	43,843	12,562,801	47,061	352,885	8,553	1,759
March.....	168,297 55	3,365,951	121,040	213,055	48,595	14,129,361	51,975	397,041	9,010	1,949
April.....	170,023 55	3,400,531	132,728	208,515	47,213	13,734,947	50,337	385,671	8,372	1,688
May.....	185,334 70	3,703,694	139,295	240,226	49,629	14,422,690	52,855	406,001	8,115	1,404
June.....	186,172 25	3,723,445	150,305	238,708	49,443	14,373,521	50,635	405,480	9,132	1,284
Total.....	\$1,937,416 15	39,948,323		2,286,662	578,432	168,552,445	570,445	4,728,185	109,909	25,141

Operating Ratios

RATIOS	OPERATING REVENUES			OPERATING EXPENSES					Income from operation	
	Pas- senger operating	Other operating	Total	Maintenance		Trans- portation	Injuries to per- sons and property	General		
				Expended	Reserved					
Per revenue bus mile (cents).....	41.29	0.39	41.68	10.47	5.02	20.03	2.06	1.79	39.37	1.49
Per revenue bus hour.....	\$3.45	\$.03	\$3.48	\$.88	\$.42	\$1.67	\$.17	\$.15	\$3.29	\$.07
Per cent of operating revenues.....	99.06	0.94	100.00	25.12	12.05	48.06	4.95	4.29	94.47	1.96

¹ Respondent reports service on chartered buses as follows: 29 trips, 74 bus hours, 600 bus miles, \$298.00 revenue.

Surface Transportation Corporation of New York
Passenger Movement by Route

DESIGNATION AND DESCRIPTION OF ROUTE	Length of route (miles)	Average number of buses per day	Regular passenger trips (round)	Bus miles (active) of regular passenger buses	Bus-seat miles (active) of regular passenger buses	Regular passenger bus hours	Number of transfer points	Number of revenue passengers (at 5 cents)	Transfers collected	PASSENGER RECEIPTS	
										Amount	Per bus mile (cents)
Concourse — 138th Street: Intersection of Moshulu Parkway, Grand Boulevard and Concourse, along Grand Boulevard and Concourse to Mott Avenue to and across East 138th Street.	5.01	19	51,204	470,969	26,393,295	62,946	4	5,164,868	246,072	\$258,243.40	54.83
Concourse — Hub: Sedgwick Ave., from Fort Independence Street to Moshulu Parkway to Grand Boulevard and Concourse to East 165th Street, to Teller Avenue to Park Avenue to East 181st Street to Courtlandt Avenue to East 151st Street to Melrose Avenue to East 156th Street, returning East 150th Street to Courtlandt Avenue to East 162d Street to Teller Avenue, thence as above.	6.12	19	73,709	536,885	28,130,125	69,461	3	6,181,769	332,065	309,088.45	57.57
Prospect Avenue: Fordham Road from Third Avenue to Washington Avenue to Third Avenue to East 187th Street to Crotona Avenue to Crotona Park South to Prospect Avenue to East 156th Street to Elton Avenue to Third Avenue to East 148th Street, returning, East 148th Street to Bergen Avenue to Brook Avenue to East 156th Street, thence as above. Branch Line — Prospect Avenue from East 156th Street to Southern Boulevard to East 147th Street to Jackson Avenue to East 138th Street.	5.85	23	76,365	690,995	25,505,544	97,012	2	6,408,117	549,600	320,405.85	46.37
Jerome — Bainbridge Avenues: Van Cortlandt Park Avenue from City Line to Katonah Avenue to East 233d Street, to Jerome Avenue to Woodlawn Road to Bainbridge Avenue to East 196th Street to Valentine Avenue across Kingsbridge Road to Fordham Road to Jerome Avenue.	4.10	22	71,102	608,976	17,717,976	74,582	2	4,751,449	138,539	237,572.45	39.01
City Island — West Farms: East Tremont Avenue from Boston Road to Silver Street to Eastchester Road to Bronx and Pelham Parkway to Burr Avenue to Eastern Boulevard to Pelham Road thru Pelham Bay Park to City Island Road into City Island to terminal at Belden Point.	8.00	11	27,647	443,234	12,897,218	40,585	3	2,641,169	56,850	132,058.45	29.79

Throgs Neck:						
4. 80	21	96,949	558,588	15,935,070	63,969	1
East Tremont Avenue (Fort Schuyler Road) from Westchester Square to Miles Avenue to Meagher Avenue to Schurz Avenue to Pennyfield Avenue to Fort Schuyler. Branch Line.—Eastern Boulevard between East Tremont Avenue and Westchester Ave. (Pelham Park Subway Station)...						
Boston Road:						
2. 60	2	13,703	70,782	1,631,960	7,257	
Boston Road from Dyre Avenue to Allerton Avenue to White Plains Road to and across Bronx and Pelham Parkway.....						
Williamsbridge Road:						
2. 60	3	13,808	71,250	1,650,442	7,493	3
Williamsbridge Road from Burke Avenue to West Farms Road to Westchester Avenue; also along Bronxwood Avenue between Williamsbridge Road and Burke Avenue and along Burke Avenue between Bronxwood Avenue and White Plains Road.....						
Eastchester Road:						
3. 70	7	20,954	178,578	4,117,142	18,717	3
East 225th Street from White Plains Road to Laconia Avenue to Eastchester Road to Williamsbridge Road to West Farms Road to Westchester Avenue.....						
Riverdale Avenue:						
3. 55	7	23,502	181,665	4,420,371	19,210	.....
Riverdale Avenue from City Line to Spuyten Duyvil Parkway to Kappock Street to Johnson Avenue to Spuyten Duyvil Road to West 230th Street to Broadway to West 231st street.....						
170th Street Crosstown:						
Freeman Street from Southern Boulevard to Intervale Avenue to Wilkins Avenue to Crotona Park East thru Crotona Park into Claremont Parkway to Clay Avenue to East 170th Street to West 170th Street to Shapere Avenue to Woodcrest Avenue to West 168th Street to Ogden Avenue to Boscobel Avenue across Washington Bridge into West 181st Street to St. Nicholas Avenue to West 180th Street to Amsterdam Avenue to Bridge Plaza (West end of Washington Bridge).....						
3. 50	17	62,117	443,393	16,399,229	68,424	2
City Island — Fordham:						
Fordham Road from Jerome Avenue to Pelham Parkway to Burr Avenue to Eastern Boulevard to Pelham Road thru Pelham Bay Park to City Island Road to City Island Avenue to terminal at Belden Point.....						
8. 35	19	39,385	472,870	13,754,073	48,776	5
Fares returned (<i>deduct</i>).....						
47. 63	170	570,445	4,728,185	168,552,445	578,432	30
Total.....						
2,286,062 \$1,997,416 15 42.24						

Surface Transportation Corporation of New York

Accidents.—Serious injuries, 17 (5 passengers, 1 employee, 11 others); minor injuries, 827 (527 passengers, 197 employees, 103 others); total injured (no fatalities), 844.

Actions for Damages

ITEM	Number of Suits			Total
	In Municipal Courts	In City and County Courts	In Supreme Court	
Pending at beginning of year.....	91	57	23	171
Brought during year.....	153	59	18	230
Total	244	116	41	401
Disposal of:				
Settled before trial by payment to claimant	39	14	5	58
Judgment rendered.....	6	.....	3	9
Case dismissed.....	34	.....	.....	34
Otherwise disposed of.....	10	3	.....	13
Total	89	17	8	114
Pending close of year.....	155	99	33	287

Settlements

FISCAL YEAR IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
1930.....	445	\$24,038 23	15	\$3,506 61	5	\$925 00	465	\$28,469 84
1929.....	79	5,496 22	33	1,500 00	4	790 00	116	7,786 22
1928.....	2	1,690 50	10	4,382 00	...	.....	12	6,072 50
Total.....	526	\$31,224 95	58	\$9,388 61	9	\$1,715 00	593	\$42,328 56

Employees and Wages

(As included in the report of the Third Avenue Ry. Co. for the System)

OCCUPATION	Number at June 30, 1930	Total compensation
Superintendents	4	\$15,576 44
Clerks	2	2,785 00
Inspectors	18	46,882 60
Starters	11	29,539 07
Bus operators	171	408,482 60
Bns conductors	34	75,198 49
Garage employees	166	325,024 00
Storeroom employees	21	33,477 65
Total	427	\$936,965 85

Surface Transportation Corporation of New York
Distribution of Total Compensation

NAME OF ACCOUNT	Amount charged
Maintenance of equipment.....	\$251,174 66
Maintenance of way.....	3,796 59
Operation of buses.....	640,882 37
Injuries and damages.....	886 43
General and miscellaneous.....	34,446 18
Fixed capital	5,779 62
Total	<u>\$936,965 85</u>

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and W. E. Thompson; Secretary, V. McQuistion; Assistant Secretary, C. P. Segard; Treasurer, A. D. Sage; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; Purchasing Agent, C. Witzel.

Directors.—W. C. Ewen, G. W. Davison, W. M. Flook, S. W. Huff, J. W. Platten.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by S. W. Huff, President, September 30, 1930.

TOMPKINS BUS CORPORATION

Organized April 7, 1925. Operation was begun in April, 1925, under permits from the City of New York, but no Certificate of Convenience was obtained from this Commission until May 16, 1928.

Of the 20,000 shares of stock outstanding, M. T. Gordon, Jr., owns 17,950 shares.

Important Changes during Year.—Of the notes due the Fifth Avenue Coach Co., \$11,400 were paid during the year. Notes due Mack-International Motor Co. were increased by \$407,661.82, as follows:

Notes issued for 24 Mack International Buses purchased on July 27, 1929, excl. of cash payment of \$24,000.....	\$148,550 40
Notes issued for 37 Mack International buses on May 8, 1930.....	185,000 00
Adjustments % accrued interest on these notes.....	4,054 38
Additional amounts for parts purchased.....	35,599 54
Added to cost of 22 buses purchased in October, 1928, due to disallowance of discount because of failure to make payments promptly	34,457 50
Total	<u>\$407,661 82</u>

The Company paid off \$90,662.06 of its notes to the Mack-International Motor Co. during the year.

No new powers or franchises were acquired.

BALANCE SHEET

	ASSETS	June 30, 1930	Increase or (D) decrease
June 30, 1929			
\$580,860 03	Fixed capital—gross investment....	\$1,029,849 20	\$448,989 17
258,952 95	Less Accrued amortization of capital	348,885 54	89,932 59
<u>\$321,907 08</u>	Fixed capital—net investment..	<u>\$680,963 66</u>	<u>\$359,056 58</u>
	Current Assets:		
\$18,045 82	Cash	\$10,581 54	D \$7,464 28
¹ 19,452 50	Special deposits.....	² 20,072 50	620 00
26,890 26	Accounts receivable.....	22,266 49	D 4,623 77
\$64,388 58	Total current assets.....	\$52,920 53	D \$11,468 05
9,463 70	Materials and Supplies.....	49,832 98	40,369 28
<u>\$73,852 28</u>	Total floating capital.....	<u>\$102,753 51</u>	<u>\$28,901 23</u>
\$6,506 00	Prepayments	\$11,587 69	\$5,081 69
<u>\$402,265 36</u>	Total Assets.....	<u>\$795,304 86</u>	<u>\$393,039 50</u>
	LIABILITIES AND CAPITAL		
\$35,000 00	Capital Stock.....	\$35,000 00	.....
<u>\$120,344 00</u>	Equipment Notes.....	<u>\$425,943 76</u>	<u>\$305,599 76</u>
	Unfunded Debt:		
\$53,576 12	Taxes accrued.....	\$63,064 32	\$9,488 20
98,674 02	Miscellaneous bills payable.....	169,472 16	70,798 14
55,652 70	Miscellaneous accounts payable..	90,699 76	35,047 06
828 90	Interest accrued on Equipment Notes	2,803 69	1,974 79
75 56	Interest accrued on unfunded debt	65 56	D 10 00
5,705 52	Due for wages and salaries.....	6,859 32	1,153 80
.....	School ticket liability.....	1,081 45	1,081 45
<u>\$214,512 82</u>	Total unfunded debt.....	<u>\$334,046 26</u>	<u>\$119,533 44</u>
\$32,408 54	Corporate Surplus.....	\$314 84	D \$32,093 70
<u>\$402,265 36</u>	Total Liabilities and Capital.....	<u>\$795,304 86</u>	<u>\$393,039 50</u>

¹ Includes City of New York Corporate Stock, par value, \$15,000, cost, \$15,112.50 on deposit with Comptroller of City of New York.

² Includes City of New York Corporate Stock as above, and \$1,600 accrued interest on this Corporate Stock, which interest is being held by the City.

Tompkins Bus Corporation

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital

TITLE OF ACCOUNT	Additions during year	Withdrawn or retired during year	Balance at June 30, 1930
Organization			\$1,436 35
Bus franchises.....	\$25,434 32		50,899 82
General office buildings and fixtures...	831 50		4,446 50
Garage improvement.....	10,326 26		22,753 82
Garage equipment.....	490 00		11,001 79
Revenue buses.....	395,675 90		913,906 65
Service cars.....	20,524 94	\$4,293 75	25,031 94
Miscellaneous equipment.....			372 33
Total	<u>\$453,282 92</u>	<u>\$4,293 75</u>	<u>\$1,029,849 20</u>

Accrued Amortization of Capital

	Balance, June 30, 1929	Credits	Debits	Balance, June 30, 1930
Buses (at rate of 10% per annum on gross book value)	\$245,233 53	\$72,795 67		\$318,029 20
Bus equipment (at rate of 33½% per annum on gross book value).....	5,554 86	5,526 08	\$1,578 53	9,502 41
Shop equipment (at rate of 20% per annum on gross book value).....	5,611 38	2,200 36		7,811 74
Office furniture and fixtures (at rate of 10% per annum on gross book value).....	897 36	382 29		1,279 65
Franchise amortization (on basis of 10-year life).....		¹ 10,606 72		10,606 72
Garage improvements.....	1,655 82			1,655 82
Total	<u>\$258,952 95</u>	<u>\$91,511 12</u>	<u>\$1,578 53</u>	<u>\$348,885 54</u>

Stock.—20,000 shares of no par value common stock carried on the books at \$35,000. The Company originally issued 10,000 shares of no par value common stock at \$1 per share and 250 shares of preferred stock of par value of \$100 per share. On November 6, 1927, in accordance with Certificate filed with the Secretary of State, the 250 shares of preferred stock were converted into 10,000 shares of common stock without par value, at the rate of 40 shares of common stock for 1 share of preferred.

Equipment Notes.—Balance of \$7,015 owing Fifth Avenue Coach Company on chattel mortgage of \$54,000 for 15 buses. Balance of \$418,928.76 owing Mack-International Motor Co. on notes amounting to \$559,706.02 for 83 buses (of which 61 were acquired during the year); total, \$425,943.76.

Miscellaneous Bills Payable

Gleason, McLanahan, Merritt & Ingraham.....	\$47,634 32
Anglo-American Trust Co.....	13,112 50
American Trust Co.—Note due June 24, 1930.....	50,000 00
Edward S. Hughes.....	35,263 34
Cranford Trust Co.....	5,172 30
Sundry bills payable.....	18,289 70
Total	<u>\$169,472 16</u>

¹ Includes \$4,880.88 charged to Surplus; applicable to years ended June 30, 1928 and 1929.

Tompkins Bus Corporation

Income Statement

		Amount for year	Increase or (D) decrease
Operating Revenues:			
Passenger revenue.....		\$980,466 40	\$237,941 80
Operating Expenses:			
Maintenance:			
Repairs of buses.....	\$166,538 70		
Tire rental.....	51,500 16		
Light, heat and power to shops..	6,397 85		
Depreciation.....	80,904 40	\$305,341 11	\$66,352 13
Transportation:			
Gasoline.....	\$120,894 20		
Lubricants.....	20,688 88		
Superintendence.....	59,035 88		
Operators.....	246,785 73		
Miscellaneous.....	5,933 04	453,337 73	111,077 38
Traffic:			
Advertising.....		2,756 63	D 3,689 64
General Expenses:			
Salaries and expenses of general officers.....	\$22,206 79		
Salaries and expenses of general office clerks.....	15,693 98		
General office supplies and expenses	6,452 44		
General law expenses.....	6,129 00		
General stationery and printing..	4,870 32		
Employees' welfare.....	4,012 26		
Injuries and damages.....	8,624 34		
Insurance.....	31,625 48		
Amortization of franchises.....	5,725 84		
Miscellaneous general expenses..	¹ 68,182 74	173,523 19	74,440 41
Total operating expenses.....		\$934,958 66	\$248,180 28
Taxes:			
City Gross Earnings Tax.....	\$36,667 25		
State Franchise Tax on Gross Earnings.....	4,902 33		
State—License plates.....	980 00	42,549 58	D 513 26
Total revenue deductions.....		\$977,508 24	\$247,667 02
Operating Income.....		\$2,958 16	D \$9,725 22
Non-Operating Income:			
Interest on securities deposited with City of New York.....		600 00	600 00
Gross Income Applicable to Corporate and Leased Properties.....		\$3,558 16	D \$9,125 22
Deductions from Gross Income:			
Miscellaneous rent deductions.....	\$13,837 80		
Interest deductions.....	23,938 05	37,775 85	12,804 45
Net Corporate Income or (D) Loss.....		D \$34,217 69	D \$21,929 67

Corporate Surplus

Credit balance at beginning of year.....		\$32,408 54
Adjustment of excessive accrual in prior years on City Gross Earnings Tax.....		5,687 24
Excessive depreciation on truck traded in.....		317 63
Interest on City of New York Corporate Stock prior to July 1, 1929.....		1,000 00
Total credits.....		\$39,413 41
Debits:		
Net corporate loss for year.....	\$34,217 69	
Amortization of franchise for years ended June 30, 1928 and 1929.....	4,880 88	39,098 57
Credit balance, June 30, 1930.....		\$314 84

¹ Includes strike expenses, \$25,135.10, and management fee paid to Omnibus Bond & Share Corp., \$29,413.99.

Tompkins Bus Corporation

Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS					Number of transfers collected	Passenger bus hours (active and idle)	Number of (active) bus-seat miles	Number of bus trips (round)	Passenger car miles (active)
	Regular passenger earnings	Number each month	Greatest number in one day	Number of transfers collected	Passenger bus hours (active and idle)					
July, 1929.....	\$82,675 80	1,653,516	60,819	60,575	30,961	8,283,324	31,022	204,796		
August.....	91,950 95	1,839,019	69,808	48,864	35,394	9,447,711	34,134	333,119		
September.....	79,424 30	1,596,956	64,843	42,856	29,358	7,955,013	28,273	279,427		
October.....	81,926 10	1,660,182	60,121	51,094	31,133	8,431,275	31,786	295,435		
November.....	77,961 28	1,579,220	63,304	43,728	29,374	8,026,367	29,741	279,828		
December.....	81,306 72	1,624,489	60,601	43,571	30,250	8,132,185	30,238	282,990		
January, 1930.....	77,480 50	1,549,610	57,531	44,844	27,404	7,610,525	28,131	262,520		
February.....	70,663 85	1,413,277	54,604	42,813	25,719	7,102,158	26,418	244,902		
March.....	80,024 20	1,600,484	57,781	47,993	29,523	8,130,643	30,202	280,367		
April.....	79,577 90	1,591,558	58,678	47,871	29,069	8,103,557	30,127	279,433		
May.....	85,813 75	1,716,275	62,043	55,457	30,978	8,584,203	31,513	296,007		
June.....	91,661 05	1,833,221	78,726	44,103	36,359	10,472,103	36,005	361,107		
Total.....	\$980,466 40	19,657,807		575,769	365,522	100,279,064	367,590	3,489,931		

Operating Ratios

	OPERATING EXPENSES					Income from operation
	Operating revenues— passenger	Main- tenance	Trans- portation	Traffic	Taxes	
Per revenue bus mile (cents).....	28.09	8.75	12.99	0.08	1.22	0.08
Per revenue bus hour.....	\$2.68	\$.84	\$1.24	\$.01	\$.11	\$.01
Per cent of operating revenues.....	100.00	31.14	46.24	0.28	4.34	0.30

Tompkins Bus Corporation
Passenger Movement by Routes

DESIGNATION OF ROUTE	Length of route (miles)	Average maximum number of buses per day	Number of bus trips (round)	Number of (active) passenger bus mile	Number of (active) bus-seat miles	Number of passenger bus hours	NUMBER OF PASSENGERS			PASSENGER RECEIPTS		
							At 5 cents	At 2½ cents ⁴	Total	Amount	Average per bus-mile (cents)	Number of transfers collected
Jersey Street.....	1.5	3	27,512	82,488	2,392,123	14,146	664,531	623	665,154	\$33,226 55	40.28	99,014
Henderson Avenue ¹	5.0	10	42,929	408,119	11,835,451	44,369	2,884,599	11,734	2,896,283	144,225 45	35.34	11,661
Forest Avenue.....	4.5	14	49,444	428,726	12,430,083	48,976	3,124,860	18,223	3,143,083	156,243 00	36.44	81,009
Silver Lake.....	6.0	18	61,640	686,343	19,903,946	71,970	4,394,355	44,724	4,439,079	219,717 75	32.01	113,433
Midland Beach.....	7.0	8	29,420	282,899	8,204,100	32,014	1,658,954	8,056	1,667,010	82,947 70	29.32	85,242
Richmond.....	8.0	11	51,165	695,400	20,166,801	60,506	3,561,045	34,705	3,595,750	178,052 25	25.60	163,128
Manor Road.....	2.2	2	12,297	54,120	1,437,580	8,942	211,205	1,537	212,742	10,560 25	19.51	7,774
South Beach ²	5.1	6	27,786	273,195	7,885,220	29,307	1,169,020	11,826	1,180,846	58,451 00	21.40	2,847
Bradley Avenue.....	6.0	1	17,983	103,707	2,913,629	11,034	556,223	210	556,433	27,811 15	26.82	2,060
Linoleumville.....	8.0	4	15,325	133,888	3,772,362	12,224	475,761	10,649	486,410	23,788 05	17.77	1,326
Tottenville.....	8.0	2	11,833	188,243	5,090,992	14,519	406,975	7,908	414,483	20,328 75	10.80	420
Great Kills.....	3.9	1	10,471	71,752	1,896,298	7,261	117,496	.....	117,486	5,874 80	8.19	13
Castleton Avenue ³	4.9	5	3,200	31,824	922,896	3,649	188,696	.....	188,696	9,434 80	11.53	7,652
Huguenot.....	2.5	1	2,297	11,392	330,368	2,474	20,630	.....	20,630	1,031 50	9.05	17
Princess Bay.....	3.0	1	2,575	15,355	445,295	2,483	31,112	.....	31,112	1,565 60	6.92	86
Clove Road.....	8.9	2	1,813	22,480	651,920	1,648	42,640	.....	42,640	2,132 00	9.48	87
School tickets sold.....										5,085 80		
Total.....	61.1	89	367,590	3,489,931	100,279,064	365,522	19,507,612	150,195	19,657,807	\$980,466 40	28.09	575,769

¹ Operation begun August 2, 1929.² Discontinued operation January 11, 1930; resumed February 10, 1930.³ Discontinued operation August 2, 1929.⁴ Represents school tickets collected.

Tompkins Bus Corporation
Actions for Damages

Number of Suits

	In Municipal Courts	In City and County Courts	In Supreme Court	Total
Pending at beginning of year.....	2	.....	9	11
Brought during year.....	35	20	7	62
Total	37	20	16	73
Disposed of:				
Settled before trial by payment to claimant	7	.....	2	9
Judgment rendered	3	.....	.....	3
Case dismissed	2	.....	1	3
Total	12	.....	3	15
Pending at close of year.....	25	20	13	58
Distribution of suits pending ac- cording to year in which acci- dent occurred:				
Year ended June 30, 1930.....	23	20	7	50
Year ended June 30, 1929.....	.....	.....	4	4
Year ended June 30, 1928.....	2	.....	.....	2
Prior to July 1, 1927.....	.....	.....	2	2

Officers.—President, Edward S. Hughes; Vice-Presidents, L. J. Tushing-
ham and William Jaenicke; Secretary, Charles F. Bailey; Treasurer, A.
Luery; Assistant Treasurer, E. Jaenicke.

Directors.—E. S. Hughes, L. J. Tushingam, Wm. Jaenicke, A. Luery,
C. F. Bailey.

Main Business Office.—280 Broadway, West New Brighton, Staten Island,
N. Y.

Report verified by L. J. Tushingam, Vice-President, October 20, 1930.

CHAPTER IV

STEAM RAILROAD COMPANIES

YEAR ENDED DECEMBER 31, 1930

- I. Summary of returns of Lessor Steam Railroads in New York City.
- II. Summary of returns of Steam Railroads operating in New York City.
- III. Details of operating expenses.
- IV. Freight carried by Staten Island Rapid Transit Railway Company.
- V. Suburban passenger traffic (from monthly returns):
 - A. Long Island Railroad.
 - B. Pennsylvania Railroad (at Pennsylvania Terminal).
 - C. New York Central Railroad, including West Shore.
 - D. New York, New Haven & Hartford Railroad.
 - E. New York, Westchester & Boston Railway.

TABLE I. SUMMARY OF RETURNS OF LESSOR STEAM RAILROADS

ITEM	
Miles of road or first track.....	
INCOME AND SURPLUS	
Non-operating revenue:	
Income from lease of road.....	
Gross income.....	
Deductions from gross income:	
Interest and corporate expenses.....	
Net corporate income.....	
Accumulated balance, December 31, 1929.....	
Dividends.....	
Net adjustments.....	
Accumulated balance, December 31, 1930.....	
BALANCE SHEET	
Assets:	
Investment in road and equipment.....	
Accrued depreciation, Cr.....	
Net investment.....	
Other investments.....	
Current assets.....	
Deferred assets and unadjusted debits.....	
Total.....	
Liabilities and Capital:	
Capital stock.....	
Funded debt.....	
Other permanent debts (and bills) owing associated companies ¹	
Current liabilities.....	
Deferred liabilities.....	
Total.....	
Surplus or (D) Deficit.....	

¹ Includes electrical railroads operated as part of a steam railroad system, the Pennsylvania Tunnel and Terminal being entirely electrical and the Brooklyn & Queens Transit almost entirely so.

² That portion along Atlantic Avenue and eastward of Flatbush Avenue.

³ Controlled by Pennsylvania Railroad through stock ownership.

⁴ Controlled by Baltimore & Ohio Railroad through stock ownership.

⁵ Includes obligations for construction advances and matured funded debt owing to system companies.

IN NEW YORK CITY¹ FOR THE YEAR ENDED DECEMBER 31, 1930

LONG ISLAND RAILROAD COMPANY LESSEE	PENNSYLVANIA RAILROAD, LESSEE	STATEN ISLAND RAPID TRANSIT, LESSEE	Total
Brooklyn & Queens Transit ²	Pennsylvania Tunnel & Terminal ³	Staten Island Railway ⁴	
9.61	⁷ 13.68	¹⁰ 12.65	35.94
⁸ [\$60,000 00]	⁹ \$5,137,071 30		\$5,137,071 30
	\$5,137,071 30	(11)	\$5,137,071 30
	⁹ 2,637,071 30	(11)	\$2,637,071 30
	\$2,500,000 00	(11)	\$2,500,000 00
	2,386,280 47	¹² \$276,242 93	2,662,523 40
	⁹ 2,500,000 00		2,500,000 00
		Dr 744 78	Dr 744 78
	\$2,386,280 47	¹² \$275,498 15	\$2,661,778 62
	\$119,432,371 80	\$3,548,907 69	\$122,981,279 49
	5,026,644 03	171,242 15	5,197,886 18
	\$114,405,727 77	\$3,377,665 54	\$117,783,393 31
	392,613 51	¹³ 751,549 82	1,144,163 33
	40 00	20,748 75	20,788 75
	977,018 38	119,832 24	1,096,850 62
	\$115,775,399 66	\$4,269,796 35	\$120,045,196 01
	\$50,000,000 00	\$1,050,000 00	\$51,050,000 00
	63,389,119 19	1,766,500 00	1,766,500 00
		760,075 32	64,149,194 51
		277,265 39	277,265 39
		¹⁴ 140,457 49	140,457 49
	\$113,389,119 19	\$3,994,298 20	\$117,383,417 39
	\$2,386,280 47	\$275,498 15	\$2,661,778 62

⁶ The Brooklyn & Queens Transit is an operating street railway in whose income statement, Table XV, A, Chapter II, Part II, the \$60,000 is included, hence the item is bracketed here and not included in the table.

⁷ Includes 7.78 miles outside of New York City.

⁸ Rental based on: 5% dividend on capital stock, \$2,500,000; 4½% on note of \$58,600,576.95 to Pennsylvania Railroad, \$2,637,025.96; corporate expenses, \$45.34.

⁹ See note 8 above

¹⁰ Included in mileage of Staten Island Rapid Transit, in Table II, A.

¹¹ There is no separate income account for the lessor, receipts and disbursements of all kinds being included with those of the lessee.

¹² Includes Additions to Property through Income and Surplus, \$14,300.40.

¹³ Includes \$749,840.54, deposits in lieu of mortgaged property sold.

¹⁴ Contribution by State of New York toward the elimination of grade crossing.

TABLE II. SUMMARY OF RETURNS OF STEAM RAILROADS OPERATING
(A) Physical and

ITEM	New York Connecting Railroad
TRACK MILEAGE, DECEMBER 31ST	
Miles of line.....	\$ 20.50
Miles of running track.....	\$ 48.46
Miles of all track.....	\$ 64.63
Increase over 1929.....	
EQUIPMENT, DECEMBER 31ST	
Passenger cars.....	
Company-service cars.....	
Locomotives.....	48
Steamboats.....	
Barges, car floats and canal boats.....	
CAR MOVEMENT (MILES)	
Passenger.....	
Freight (including cabooses).....	\$ 8,600,028
Company service.....	5,240
Locomotive.....	320,705
PASSENGER AND FREIGHT MOVEMENT	
Number of revenue passengers.....	
Increase over 1929.....	
Passenger mileage.....	
Tons of revenue freight.....	5,113,514
Ton-miles of revenue freight.....	97,862,476
Number of cars handled (loaded and empty).....	N. R.
ACCIDENTS	
Total persons killed.....	
Passengers.....	
Employees.....	
Others.....	
Total persons injured.....	
Passengers.....	
Employees.....	
Others.....	
EMPLOYEES AND WAGES	
Number of officers and employees ²	\$ 60
Total compensation.....	\$81,655.65

¹ Includes figures of the lessor, Staten Island Railway.² Average for year.³ Of which only the following is owned: Line, 8.97 miles; running track, 25.40; all track, 26.30.⁴ Represents average number (leased) used during the year.⁵ Includes American Railway Express, 126,590.⁶ Excludes train and engine service employees carried on payroll of New York, New Haven & Hartford R. R.⁷ Of this mileage, 0.08 is in New Jersey.⁸ Leased.

IN NEW YORK CITY, FOR THE YEAR ENDED DECEMBER 31, 1930
operating statistics

Staten Island Rapid Transit Railroad ¹	Brooklyn Eastern District Terminal	New York Dock Railway	Jay Street Connecting Railroad	Total
⁷ 23.54	.....	1.32	0.64	46.00
⁷ 48.16	.....	2.31	0.64	99.57
⁷ 112.74	¹³ 11.19	¹⁴ 11.17	0.64	200.37
0.70	0.03	D 0.11	.....	0.62
⁸ 95	.....	.....	.....	95
⁹ 21	.....	.....	.....	29
¹⁰ 4	⁸ 8	6	3	29
⁸ 3	⁸ 3	1	.....	7
.....	⁸ 10	5	.....	15
¹¹ 2,963,059	.....	.....	.....	2,963,059
292,093	.....	.....	.....	8,892,121
7,341	N. R.	N. R.	.....	.....
93,104	N. R.	90,545	3,659	.....
14,318,178	.....	.....	.....	14,318,178
D 464,902	.....	.....	.....	D 464,902
76,600,252	.....	.....	.....	76,600,252
1,029,931	N. R.	N. R.	N. R.	.....
5,983,736	N. R.	N. R.	N. R.	.....
N. R.	76,162	43,049	27,445	.....
¹² 4	.....	1	.....	5
.....
.....	.....	1	.....	1
4	.....	.....	.....	4
¹² 10	29	16	7	61
1	.....	.....	.....	1
.....	29	14	7	50
9	.....	1	.....	10
1,288	260	177	28	1,813
\$2,340,295 00	\$465,108 00	\$256,007 69	\$46,968 86	\$3,190,035 20

⁹ Of which 4 are leased.

¹⁰ Of which 2 are leased.

¹¹ Motor car-miles.

¹² Figures here tabulated are obtained from reports filed with the Accident Bureau of this Commission at the time of the accident.

¹³ Reported as yard track and sidings, of which 0.96 is owned by respondent and 10.23 is owned by Havemyers & Elder, Inc.

¹⁴ Includes 0.09 miles owned by E. R. Squibb & Son.

TABLE II. Summary of returns of steam railroads operating in
(B) Financial

ITEM	New York Connecting Railroad
INCOME ACCOUNT	
Operating Revenues:	
Passenger.....	\$2,209,751 48
Freight.....	307,253 04
Express.....	
Switching.....	
Ferry.....	
Other transportation.....	274 42
Other operating.....	
Total.....	\$2,517,278 94
Operating Expenses:	
Maintenance of way and structures.....	\$227,550 75
Maintenance of equipment.....	128,928 34
Traffic.....	
Transportation.....	408,008 24
General and miscellaneous.....	19,139 44
Total.....	\$783,626 77
Taxes (railway operations).....	430,311 41
Uncollectible revenues.....	
Total revenue deductions.....	\$1,213,938 18
Operating income (transportation).....	\$1,303,340 76
Other income.....	483,296 50
Gross income.....	\$1,786,637 26
Deductions from gross income:	
Interest and other.....	\$1,313,116 83
Rents.....	719,678 55
Total.....	\$2,032,795 38
Net corporate income or (D) deficit.....	D \$246,158 12
Accumulated balance, December 31, 1929.....	333,040 94
Dividends.....	135,000 00
Net adjustments.....	Cr 1,555 44
Accumulated balance, December 31, 1930.....	D \$46,561 74
BALANCE SHEET	
Assets:	
Investment in road and equipment — gross.....	\$27,360,357 92
Accrued amortization (depreciation).....	
Investment in road and equipment—net.....	\$27,360,357 92
Other investments.....	1,768,627 22
Current assets.....	899,104 51
Deferred assets and unadjusted debits.....	1,082,917 24
Total.....	\$31,111,006 89
Liabilities and Capital:	
Capital stock.....	\$3,000,000 00
Funded debt.....	27,333,000 00
Non-negotiable debt to affiliated companies.....	
Current liabilities.....	608,976 56
Deferred liabilities and unadjusted credits.....	215,592 07
Surplus or (D) Deficit.....	D 46,561 74
Total.....	\$31,111,006 89
Increase in gross fixed capital during year.....	D \$599,859 26

¹ Includes \$125,210.46, contribution from Baltimore & Ohio R. R. Co.² See note 1.³ Includes Additions to Property through Income and Surplus, \$86,292.50.

New York City, for the year ended December 31, 1930
data

Staten Island Rapid Transit Railroad	Brooklyn Eastern District Terminal	New York Dock Railway	Jay Street Connecting Railroad	Total
\$1,534,074 00				\$1,534,074 00
796,784 73	\$1,287,335 41	\$657,312 48		4,951,184 10
				307,253 04
1,906 80		5,349 30	\$49,911 00	57,167 10
79,929 61		15 00		79,944 61
403 00				677 42
35,860 74	23,777 08	10,322 05	173 00	70,132 87
\$2,448,958 88	\$1,311,112 49	\$672,998 83	\$50,084 00	\$7,000,433 14
\$198,699 27	\$116,318 33	\$107,022 92	\$2,987 12	\$652,578 39
188,344 44	169,637 72	77,802 79	11,023 15	575,736 44
25,995 23	4,400 70	11,370 20	3,000 00	44,766 13
1,212,677 06	435,699 25	354,108 19	54,145 51	2,464,638 25
203,994 37	68,853 51	30,051 51	2,297 46	324,336 29
\$1,829,710 37	\$794,909 51	\$580,355 61	\$73,453 24	\$4,062,055 50
207,492 43	81,865 36	46,377 27	6,102 01	772,148 48
2,020 01		120 15		2,140 16
\$2,039,222 81	\$876,774 87	\$626,853 03	\$79,555 25	\$4,836,344 14
\$409,736 07	\$434,337 62	\$46,145 80	D \$29,471 25	\$2,164,089 00
1 500,715 30	33,112 65	582 33	47,125 70	1,064,832 48
\$910,451 37	\$467,450 27	\$46,728 13	\$17,654 45	\$3,228,921 48
\$338,576 67	\$450 00	\$56,484 72		\$1,708,628 22
571,874 70	420,381 96	63,675 00	\$9,500 00	\$1,785,110 21
\$910,451 37	\$420,831 96	\$120,159 72	\$9,500 00	\$3,493,738 43
(2)	\$46,618 31	D \$73,431 59	\$8,154 45	D \$264,816 95
3 \$2,481,966 72	5 310,163 77	D 353,721 47	117,863 41	2,889,313 37
				135,000 00
Dr 139,695 67	Dr 4,648 45	Cr 26 25		Dr 142,762 43
3 \$2,342,271 05	5 \$352,133 63	D \$427,126 81	\$126,017 86	\$2,346,733 99
\$9,766,768 00	\$63,694 28	\$873,659 68	\$42,503 38	\$38,106,983 26
37,084 41	23,186 61	255,426 05	34,506 90	350,203 97
\$9,729,683 59	\$40,507 67	\$618,233 63	\$7,996 48	\$37,756,779 29
4 1,137,223 63	520,968 87	5,000 00		3,431,819 72
732,603 30	116,232 13	52,840 35	192,045 78	1,992,826 07
276,815 43	300,457 57	13,261 38	620 11	1,674,071 73
\$11,876,325 95	\$978,166 24	\$689,335 36	\$200,662 37	\$44,855,496 81
\$500,000 00	\$150,000 00	\$3,300 00	\$20,000 00	\$3,673,300 00
7,032,500 00				34,365,500 00
782,286 57		346,905 78		1,129,192 35
1,037,967 96	156,670 05	765,586 49	16,593 12	2,585,794 18
181,300 37	319,362 56	669 90	38,051 39	754,976 29
2,342,271 05	352,133 63	D 427,126 81	126,017 86	2,346,733 99
\$11,876,325 95	\$978,166 24	\$689,335 36	\$200,662 37	\$44,855,496 81
\$382,243 22	\$10,398 28	\$26,931 07		D \$180,286 69

⁴ Includes \$769,855.10 deposits in lieu of mortgaged property sold.

⁵ Includes Additions to property through Income and Surplus, \$562.56.

TABLE III. DETAILS OF OPERATING EXPENSES OF STEAM ROADS IN NEW YORK CITY, 1930: (A) Class I roads¹

ITEM	New York Connecting Railroad	Staten Island Rapid Transit Railway	Brooklyn Eastern District Terminal
Maintenance of Way and Structures:			
Superintendence.....	\$6,422 28	\$27,192 57	\$10,455 06
Roadway maintenance.....	4,461 88	22,964 34	146 16
Roadway — depreciation.....			115 94
Tunnels and subways.....		30 95	
Bridges, trestles and culverts.....	47,031 99	6,084 99	
Ties.....	9,924 28	18,960 38	7,467 99
Ties — depreciation.....			544 30
Rails.....	4,811 54	5,461 83	166 59
Rails — depreciation.....			2,886 75
Other track material.....	3,861 55	9,867 37	5,410 66
Other track material — depreciation.....			621 73
Ballast.....	3,101 50	615 67	466 61
Ballast — depreciation.....			69 61
Track laying and surfacing.....	34,657 43	52,785 26	17,056 60
Right-of-way fences.....		289 06	
Crossings and signs.....		17,844 92	1,578 83
Crossings and signs — depreciation.....			401 79
Station and office buildings.....		30,536 57	8,473 55
Station and office buildings — depreciation.....			6,942 16
Roadway buildings.....	13 03	546 36	
Water stations.....		4,683 72	
Water stations — depreciation.....			88 33
Fuel stations.....		2,486 57	1,710 63
Shops and engine houses.....		5,050 14	1,486 31
Shops and engine houses — depreciation.....			836 08
Storage warehouses.....			Cr 230 74
Storage warehouses — depreciation.....			160 02
Wharves and docks.....		1,748 59	31,812 01
Wharves and docks — depreciation.....			10,422 12
Telegraph and telephone lines.....	256 52	3,889 59	
Signals and interlockers.....	4,810 29	60,502 13	
Power substation buildings.....		1,027 07	
Power transmission systems.....		88 53	
Power distribution systems.....	6,421 81	11,351 50	
Power line poles and fixtures.....	101 45	5 29	
Underground conduits.....		341 60	
Roadway machines.....		28 47	30 52
Roadway machines — depreciation.....			441 84
Small tools and supplies.....	13 32	1,782 37	573 39
Removing snow, ice and sand.....	419 80	3,155 87	99 00
Assessments for public improvements.....		6 71	
Injuries to persons.....	353 96	1,041 42	
Insurance.....		6,535 67	6,084 49
Stationery and printing.....		287 18	
Other expenses.....	10 00	8 00	
Maintaining joint tracks, yards and other facilities — Dr.....	124,301 96		
Maintaining joint tracks, yards and other facilities — Cr.....	Cr 23,423 84	Cr 98,501 42	
Total.....	\$227,550 75	\$198,699 27	\$116,318 33
Maintenance of Equipment:			
Superintendence.....		\$19,504 15	\$9,027 75
Shop machinery.....		6,503 39	1,930 62
Shop machinery — depreciation.....			940 23
Power plant machinery.....		40 38	
Power substation apparatus.....		9,025 15	
Steam locomotives — repairs.....		11,090 51	20,392 65
Steam locomotives — depreciation.....		1,699 05	1,858 19
Steam locomotives — retirement.....			639 12
Other locomotives — repairs.....	\$74,928 35		
Freight train cars — repairs.....	35,204 74		
Passenger train cars — repairs.....		63,378 56	
Motor equipment of cars — repairs.....		19,557 85	
Floating equipment — repairs.....		27,738 09	72,208 53
Floating equipment — depreciation.....		8,884 48	32,406 27
Work equipment — repairs.....		1,524 97	1,235 48
Work equipment — depreciation.....		1,540 98	1,212 39
Work equipment — retirements.....			296 96
Miscellaneous equipment — repairs.....			1,002 51
Miscellaneous equipment — depreciation.....			392 42
Miscellaneous equipment — retirements.....			202 00
Injuries to persons.....		1,777 90	
Insurance.....		15,634 42	25,892 60
Stationery and printing.....		444 56	
Maintaining joint equipment — Dr.....	18,795 25		
Total.....	\$128,928 34	\$188,344 44	\$169,637 72

¹ Companies having annual operating revenues above \$1,000,000.

TABLE III. Details of operating expenses of steam roads in New York City, 1930:
(A) Class I roads¹ — Concluded

ITEM	New York Connecting Railroad	Staten Island Rapid Transit Railway	Brooklyn Eastern District Terminal
Traffic:			
Superintendence.....		\$14,406 28	
Outside agencies.....		3,736 21	
Advertising.....		699 79	\$2,790 70
Traffic associations.....		407 81	1,610 00
Insurance.....			
Stationery and printing.....		6,745 14	
Total.....		\$25,995 23	\$4,400 70
Transportation:			
Superintendence.....	\$4,187 81	\$45,136 59	\$44,349 11
Dispatching trains.....	4,507 31	8,474 79	
Station employees.....		142,084 09	108,281 39
Station supplies and expenses.....		14,760 21	10,438 94
Yard masters and yard clerks.....			20,481 20
Yard conductors and brakemen.....		6,352 32	40,372 65
Yard enginemen.....		4,121 40	15,913 83
Fuel for yard locomotives.....		5,526 75	17,774 28
Water for yard locomotives.....		460 52	1,103 80
Lubricants for yard locomotives.....		40 54	533 32
Other supplies for yard locomotives.....		53 07	517 54
Engine house expenses — yard.....		1,283 48	13,297 08
Yard supplies and expenses.....		135 67	1,327 34
Train enginemen.....		20,929 88	
Train motormen.....	24,136 84	102,427 06	
Fuel for train locomotives.....		32,058 92	
Train power produced.....		15,081 28	
Train power purchased.....	103,760 61	217,598 40	
Water for train locomotives.....		1,106 52	
Lubricants for train locomotives.....	970 02	230 94	
Other supplies for train locomotives.....	357 36	502 47	
Engine house expenses — train.....	7,062 58	5,565 67	
Trainmen.....	29,163 51	256,453 25	
Train supplies and expenses.....	13,485 74	46,203 17	
Signal and interlocker operation.....	8,091 14	30,594 79	
Crossing protection.....	2,492 56	97,298 62	2,216 88
Drawbridge protection.....		19,467 38	
Telegraph and telephone operation.....	13 78	6,829 19	
Operating floating equipment.....		79,079 55	134,755 07
Stationery and printing.....		13,446 31	1,961 23
Other expenses.....	2 68	1,628 32	
Insurance.....	88 46	1,211 81	18,724 83
Clearing wrecks.....	571 18	228 94	720 98
Damage to property.....	50 00	6,879 53	1,546 48
Loss and damage.....	16 92	3,065 51	1,383 30
Injuries to persons.....	2,212 83	26,360 12	
Operating joint yards and terminals — Dr.....	164,904 65		
Operating joint tracks and facilities — Dr.....	52,690 88		
Operating joint tracks and facilities — Cr.....	Cr 10,758 62		
Total.....	\$408,008 24	\$1,212,677 06	\$435,699 25
General:			
Salaries and expenses of general officers.....	\$750 00	\$12,745 25	\$27,192 52
Salaries and expenses of clerks and attendants.....	10,760 62	124,434 04	14,343 92
General office supplies and expenses.....	742 23	10,957 15	14,164 23
Law expenses.....	6,279 08	23,843 91	6,081 55
Insurance.....		191 34	90 68
Pensions.....		17,732 45	2,167 39
Stationery and printing.....	163 93	3,800 18	987 87
Valuation expenses.....	131 19	4,178 82	2,551 85
Other expenses.....	128 08	6,111 23	1,273 50
General joint facilities — Dr.....	184 31		
Total.....	\$19,139 44	\$203,994 37	\$68,853 51
Grand total, railway operating expenses.....	\$783,626 77	\$1,829,710 37	\$794,909 51

¹ Companies having annual operating revenues above \$1,000,000.

TABLE III. Details of operating expenses of steam roads in New York City, 1930:
(B) Class II and III roads¹

ITEM	New York Dock Railway	Jay Street Connecting Railroad
Maintenance of Way and Structures:		
Superintendence.....	\$6,993 66	\$78 56
Maintaining roadway and track.....	66,657 09	2,845 11
Maintaining track structures.....	25 62	
Maintaining ancillary structures.....	29,918 51	
Depreciation of way and structures.....	1,768 98	
Other way and structure expense.....	1,659 06	63 45
Total.....	\$107,022 92	\$2,987 12
Maintenance of Equipment:		
Superintendence.....	\$2,952 63	
Locomotive repairs.....	9,111 48	\$8,246 36
Locomotive depreciation and retirements.....	729 26	
Car repairs.....	173 62	
Floating equipment repairs.....	35,190 53	
Floating equipment depreciation and retirements.....	17,820 27	
Equipment depreciation and retirements.....		2,738 12
Work equipment repairs.....	347 57	
Work equipment depreciation and retirements.....	42 48	
Miscellaneous equipment expenses.....	11,434 95	38 67
Total.....	\$77,802 79	\$11,023 15
Traffic:		
Traffic expenses.....	\$11,370 20	\$3,000 00
Transportation — Rail Line:		
Superintendence and dispatching.....	\$5,102 22	\$1,500 00
Station service.....	145,280 83	
Yard enginemen and motormen.....	12,958 62	
Other yard employees.....	35,058 31	
Fuel for yard locomotives.....	19,836 59	
Miscellaneous yard expenses.....	11,998 69	
Train employees.....		41,686 36
Fuel for train locomotives.....		7,319 44
Other train expenses.....	2,678 40	3,423 21
Injuries to persons.....	149 51	216 50
Loss and damage.....	3,848 57	
Other casualty expenses.....	12,497 75	
Other rail transportation expenses.....	104,698 70	
Total.....	\$354,108 19	\$54,145 51
General:		
Administration.....	\$27,814 53	
Insurance — general.....	73 39	\$1,289 46
Valuation expenses.....	1,619 50	
Other general expenses.....	544 09	1,008 00
Total.....	\$30,051 51	\$2,297 46
Grand total, railway operating expenses.....	\$580,355 61	\$73,453 24

¹ Class II comprises those companies having annual operating revenues of more than \$100,000 but not more than \$1,000,000 (New York Dock Railway); Class III roads are those having annual operating revenues of not more than \$100,000 (Jay Street Connecting Railroad).

TABLE IV. FREIGHT CARRIED BY STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY, YEAR ENDED DECEMBER 31, 1930

COMMODITY	NUMBER OF TONS (2,000 LBS.) OF REVENUE FREIGHT			Per cent of all freight
	Originating on re- spondent's roads	Received from connecting carriers	Total	
Products of Agriculture:				
Grain.....		560	560	0.05
Flour and meal.....	564	2,170	2,734	0.27
Cereal and other mill products.....	81	2,285	2,366	0.23
Hay, straw, alfalfa.....	32	1,714	1,746	0.17
Tobacco.....	9	10	19	0.00
Cotton, cotton seed and products, except oil.....	470	227	697	0.07
Fruit and vegetables.....	96	3,348	3,444	0.33
Other products of agriculture.....	79	2,623	2,702	0.26
Total.....	1,331	12,937	14,268	1.38
Products of Animals:				
Live stock.....		34	34	0.00
Fresh meats.....		2,308	2,308	0.22
Other packing house products.....		15	15	0.00
Poultry.....		465	465	0.05
Eggs, butter and cheese.....		55	55	0.01
Hides and leather.....	25		25	0.00
Other products of animals.....	566	7,944	8,510	0.83
Total.....	591	10,821	11,412	1.11
Products of Mines:				
Anthracite coal.....	40	266,459	266,499	25.87
Bituminous coal.....	181	156,752	156,933	15.24
Coke.....		16,756	16,756	1.63
Ores and concentrates.....		174	174	0.02
Clay, gravel, sand and stone.....	91	1,736	1,827	0.18
Asphaltum.....		841	841	0.08
Salt.....		4,130	4,130	0.40
Other products of mines.....	45,805	18,165	63,970	6.21
Total.....	46,117	465,013	511,130	49.63
Products of Forests:				
Lumber, logs, ties, pulpwood, etc.....	448	27,980	28,428	2.76
Other products of forests.....	81	622	703	0.07
Total.....	529	28,602	29,131	2.83
Manufactures and Miscellaneous:				
Petroleum and other oils.....	1,373	64,668	66,041	6.41
Sugar, syrup, glucose and molasses.....	18	92	110	0.01
Iron, pig.....	180	1,095	1,275	0.12
Rails, fastenings, frogs and switches.....	311	310	621	0.06
Other iron and steel.....	897	23,473	24,370	2.37
Copper.....	6,502	16	6,518	0.63
Lead and zinc.....	2,295	556	2,851	0.28
Machinery and boilers.....	690	1,595	2,285	0.22
Cement, brick, lime and plaster.....	45,777	57,273	103,050	10.01
Sewer pipe and drain tile.....	22	2,914	2,936	0.29
Agricultural implements, tractors, etc.....	94	94	188	0.02
Railway car wheels, axles and trucks.....	138	55	193	0.02
Autos, auto trucks and parts.....	21	2,426	2,447	0.24
Furniture.....	3,705	322	4,027	0.39
Beverages.....	158	66	224	0.02
Ice.....	1,145	2,610	3,755	0.36
Fertilizers.....		433	433	0.04
Newsprint and printing papers.....	62	2,961	3,023	0.29
Chemicals and explosives.....	122	821	943	0.09
Textiles.....	80	803	883	0.09
Canned goods.....	43	291	334	0.03
Soap and washing compounds.....	66,155	4,410	70,565	6.85
Other manufactures and miscellaneous.....	63,149	83,889	147,038	14.28
Total.....	192,937	251,173	444,110	43.12
Merchandise — all less than carload freight.....	7,784	12,096	19,880	1.93
Grand total.....	249,289	780,642	1,029,931	100.00

TABLE V. SUBURBAN TRAFFIC: (A) Long Island Railroad (including rapid transit),¹ 1930
(1) Total passengers by classes, and commuters by stations

CLASSES OF PASSENGERS AND STATIONS	SIX MONTHS—				YEAR ENDED	
	January	April	July	October	January— June, 1930	June 30, 1930 December 31, 1930
TOTAL NUMBER OF PASSENGERS CARRIED (ALL STATIONS)						
Commuter ²	5,968,688	5,959,692	7,088,010	5,893,614	36,512,370	37,920,583
"Local Electric" ³	611,652	571,534	461,423	526,839	3,378,521	3,022,074
Thereof sold at Flatbush Ave.....	122,564	109,335	81,997	92,661	653,502	518,943
All other.....	2,832,816	2,869,694	4,143,018	2,791,756	18,101,699	19,254,654
Total.....	9,413,156	9,400,920	11,692,451	9,212,209	57,992,590	60,197,311
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS ³						
From Seventh Avenue (Pennsylvania Station).....	2,186,767	2,156,525	2,723,681	2,200,403	13,084,187	14,045,509
To Seventh Avenue (Pennsylvania Station).....	2,178,007	2,133,112	2,743,965	2,195,394	12,994,267	14,079,276
From Long Island City.....	24,642	23,305	34,525	19,412	147,517	149,087
To Long Island City.....	26,373	24,623	30,248	21,813	151,854	147,871
From Flatbush Avenue.....	1,236,874	1,206,608	1,456,971	1,266,314	7,371,566	7,756,679
To Flatbush Avenue.....	1,434,369	1,343,201	1,645,044	1,371,690	8,256,992	8,495,737
Total.....	7,077,032	6,907,374	8,634,434	7,075,026	42,006,383	44,674,159
COMMUTERS ⁴ WITHIN NEW YORK CITY LIMITS						
Main Line:						
Woodside ⁵	59	54	43	42	327	695
Forest Hills.....	2,451	2,438	2,070	2,461	14,458	27,142
Kew Gardens.....	1,961	1,936	1,650	1,969	11,492	21,931
Westbridge.....	10	9	4	8	49	100
Jamaica ⁶	4,859	4,610	3,776	4,146	27,774	53,526
Hillside.....	773	742	561	705	4,456	8,626
Hollis.....	3,564	3,524	3,056	3,475	21,051	3,838
Bellair.....	2,046	2,029	1,736	2,067	11,650	19,697
Queens Village.....	5,054	4,916	4,501	4,604	29,471	27,139
Total.....					22,321	58,493

74,432,953	75,047,847	37,920,583	6,481,409	6,481,409	74,432,953
6,400,595	1,172,446	1,373,662	38,790,510	118,189,901	6,400,595
37,356,353	120,519,766	14,045,509	27,164,682	27,073,543	37,356,353
27,073,543	27,316,179	14,079,276	27,048,413	27,073,543	27,073,543
296,604	331,488	149,087	316,179	296,604	296,604
299,725	15,106,122	147,871	331,488	299,725	299,725
15,128,245	17,037,139	7,756,679	15,106,122	15,128,245	15,128,245
16,752,729	87,004,023	8,495,737	17,037,139	16,752,729	16,752,729
86,680,542	44,674,159	42,006,383	87,004,023	86,680,542	86,680,542
562	235	327	42	562	562
28,504	14,046	14,458	2,461	28,504	28,504
22,610	11,118	11,492	1,969	22,610	22,610
51,673	39	49	8	51,673	51,673
8,294	23,899	27,774	4,146	8,294	8,294
40,748	3,838	4,456	705	40,748	40,748
23,971	19,697	21,051	3,475	23,971	23,971
56,614	11,650	12,321	2,067	56,614	56,614
	27,139	29,471	4,604		

Montauk Division:									
Richmond Hill.....	43	35	26	32	223	171	446	394	
St. Albans.....	3,410	3,389	3,090	3,283	20,392	19,149	39,739	39,541	
Springfield Gardens.....	683	673	610	641	4,123	3,777	8,180	7,900	
Old Southern Division:									
Cedar Manor.....	806	809	710	744	4,776	4,339	9,329	9,115	
Locust Manor.....	490	478	393	445	2,865	2,525	5,390	5,155	
Higbie Avenue (Springfield).....	883	861	815	833	5,163	4,957	10,212	10,120	
Laureton.....	814	802	750	833	4,777	4,858	9,177	9,163	
Rosedale.....	2,200	2,157	2,054	2,130	12,987	12,443	25,773	25,436	
Atlantic Division:									
East New York.....	48	47	31	28	246	167	450	413	
Warwick Street.....	134	136	72	104	751	508	1,399	1,259	
Autumn Avenue.....	546	599	295	438	3,298	2,295	6,122	5,593	
Union Course.....	1,054	976	748	887	5,901	4,930	11,409	10,831	
Woodhaven.....	534	524	359	467	3,126	2,557	5,929	5,683	
Woodhaven Junction.....	633	633	471	551	3,773	3,093	7,139	6,866	
Clarenceville.....	265	254	158	226	1,501	1,176	2,802	2,677	
Morris Park.....	724	724	467	603	4,145	3,204	7,756	7,349	
Dunton.....	.....	1	.....	3	1	4	2	5	
Rockaway Beach Division:									
Rego Park.....	445	431	372	542	2,604	2,967	4,736	5,571	
Parkside.....	318	316	246	306	1,859	1,693	3,639	3,552	
Brooklyn Manor.....	1,070	1,080	758	912	6,243	5,114	11,939	11,357	
Ozone Park.....	790	817	534	677	4,585	3,678	8,676	8,263	
Aqueduct.....	197	194	160	163	1,155	944	2,209	2,099	
Howard Beach.....	430	443	419	414	2,643	2,473	5,152	5,116	
Hamilton Beach.....	195	187	233	187	1,194	1,183	2,552	2,377	
Goose Creek.....	.....	.....	.....	.....	1	.....	1	1	
The Raunt.....	1	.....	6	.....	.....	13	14	.....
Broad Channel.....	98	87	129	55	528	473	1,144	1,001	
Rockaway Beach.....	2,121	2,137	9,611	2,214	17,447	30,796	50,763	48,243	
Far Rockaway Division:									
Arverne.....	687	712	3,546	723	5,840	11,064	18,398	16,904	
Frank Avenue.....	19	9	268	15	287	676	1,160	963	
Edgemere.....	229	273	3,551	264	4,042	9,750	16,113	13,792	
Wave Crest.....	7	11	382	16	387	850	1,208	1,237	
Far Rockaway.....	3,272	3,406	7,968	3,711	22,759	33,428	50,965	56,187	

That is, the so-called "local electric" at a straight fare of 8 or 14 cents, depending on the zone, from Flatbush Avenue Station to Jamaica and beyond Jamaica on two branches to Queens and Valley Stream, the service being practically confined within the City limits.

4 Measured by number of outstanding tickets which were valid within the month specified.

Station is also on North Side Division but all commuters are included here.

Station is also on Montauk and Atlantic Divisions, but all commuters are included here.

STATION IS ALSO ON ROCKAWAY DIVISION, BUT ALL COMMUTERS ARE INSTRUCTED HERE:

TABLE V. Suburban traffic: (A) Long Island Railroad (including rapid transit),¹ 1930 — Continued
(1) Total passengers by classes, and commuters by stations — Concluded

CLASSES OF PASSENGERS AND STATIONS	January	April	July	October	SIX MONTHS—		YEAR ENDED	
					January— June, 1930	July— December, 1930	June 30, 1930	December 31, 1930
COMMUTERS ² WITHIN NEW YORK CITY LIMITS — <i>Concluded</i>								
North Side Division:								
Winfield ³	72	80	54	70	437	383	820	820
Elmhurst ³	43	43	23	28	254	159	469	413
Corona ³	618	632	327	504	3,669	2,774	6,619	6,443
Flushing ³	1,231	1,243	925	1,103	7,203	6,206	13,744	13,409
Murray Hill	1,722	1,659	1,372	1,571	9,942	8,857	18,793	18,799
Broadway	433	435	352	381	2,525	2,203	4,978	4,728
Auburndale	1,366	1,332	1,185	1,217	8,065	7,332	15,822	15,397
Bayside	588	575	572	590	3,415	3,410	6,826	6,825
Douglasdon	759	762	685	762	4,540	4,429	8,967	8,969
Little Neck								
Whitestone Branch:								
College Point	320	309	238	241	1,805	1,418	3,535	3,223
Malba	71	75	68	64	431	402	858	833
Whitestone	318	301	216	230	1,784	1,341	3,417	3,125
Whitestone Landing	284	261	255	227	1,614	1,395	3,429	3,009
Total L. I. commuters within N. Y. C. limits	51,758	51,157	62,901	48,912	316,710	327,225	653,690	643,935
Total commuters on Long Island Railroad	96,598	96,540	118,988	96,520	594,991	632,312	1,233,272	1,227,303

¹ That is, the so-called "local electric" at a straight fare of 8 or 14 cents, depending on the zone, from Flatbush Avenue Station to Jamaica and beyond Jamaica on two branches to Queens and Valley Stream, the service being practically confined within the City limits.

² Measured by number of outstanding tickets which were valid within the month specified.

³ Station is also on Whitestone Branch, but all commuters are included here.

⁴ Combined figures for Flushing — Main Street on Port Washington Branch and Flushing — Bridge Street on Whitestone Branch.

TABLE V. Suburban traffic: (A) Long Island Railroad (including rapid transit), 1930 — Concluded
(2) Passenger car mileage

CLASS OF SERVICE	January	April	July	October	SIX MONTHS—		YEAR ENDED	
					January— June, 1930	July— December, 1930	June 30, 1930	December 31, 1930
REGULAR PASSENGER SERVICE ON PASSENGER TRAINS *								
Steam trains: ¹								
Ordinary passenger cars.....	649,865	628,125	853,707	681,357	3,948,460	4,398,151	8,330,471	8,346,611
Parlor cars.....	38,665	39,773	147,047	68,092	329,219	602,577	949,051	931,796
Other cars ²	116,120	105,791	150,266	124,794	671,460	780,388	1,520,777	1,451,848
Motor (3rd rail) trains: ³								
Ordinary passenger cars, motor.....	2,212,050	2,157,991	2,915,526	2,396,485	13,443,044	15,414,296	28,005,069	28,857,340
Ordinary passenger cars, trailer.....	921,990	885,685	1,083,296	948,116	5,576,374	5,929,605	11,565,747	11,505,979
Parlor cars, trailer.....							15	
Other cars, motor ²	32,974	30,863	35,551	33,648	192,592	203,741	391,953	396,333
Other cars, trailer ²	19,674	20,417	24,225	22,719	119,431	136,825	256,331	256,256
Trolley.....	2,274	2,191	2,271	1,255	13,238	10,763	24,569	24,001
" Local electric ".....	254,502	248,413	251,405	252,258	1,490,592	1,460,640	2,978,593	2,951,232
Total { Passenger cars ⁴	4,079,346	3,962,178	5,253,252	4,347,563	24,800,927	27,816,032	51,853,515	52,616,959
Other cars ²	168,768	157,071	210,042	181,161	983,483	1,120,954	2,169,061	2,104,437

* Company reports no passenger service on Special trains.

¹ Trains drawn by steam or electric locomotives.

² Baggage and express cars, etc.

³ Exclusive of " local electric."

⁴ Includes parlor cars.

TABLE V. Suburban traffic: (B) Pennsylvania Railroad passengers; n and out of Pennsylvania Terminal
(1) By years and half years, November 27, 1910¹ to December 31, 1930

PERIOD ENDED —	ARRIVALS			DEPARTURES			TOTAL	
	Six months	Year		Six months	Year		Six months	Year
Dec. 31, 1910.....	2 157,505	2 157,505		2 149,059	2 149,059		2 306,564	2 306,564
June 30, 1911.....	871,378	2 1,028,883		828,189	2 977,248		1,699,567	2 2,006,131
Dec. 31, 1911.....	950,815	1,822,193		991,186	1,819,375		1,942,001	3,641,568
June 30, 1912.....	933,420	1,884,235		938,899	1,930,085		1,872,319	3,814,320
Dec. 31, 1912.....	1,033,817	1,967,237		1,106,609	2,045,508		2,140,426	4,012,745
June 30, 1913.....	1,020,136	2,053,953		1,054,883	2,161,492		2,075,019	4,215,445
Dec. 31, 1913.....	1,088,274	2,108,410		1,208,453	2,263,346		2,296,727	4,371,746
June 30, 1914.....	1,042,899	2,131,173		1,066,093	2,274,546		2,108,992	4,405,719
Dec. 31, 1914.....	1,042,899	2,131,173		1,066,093	2,274,546		2,223,862	4,332,854
June 30, 1915.....	1,056,595	2,099,494		1,167,267	2,233,360		1,962,557	4,186,419
Dec. 31, 1915.....	946,752	2,003,347		1,015,805	2,183,072		1,962,557	4,212,789
June 30, 1916.....	1,071,417	2,018,169		1,178,815	2,194,620		2,250,232	4,582,248
Dec. 31, 1916.....	1,125,088	2,196,505		1,206,928	2,385,743		2,332,016	4,582,248
June 30, 1917.....	1,231,615	2,358,703		1,348,422	2,555,350		2,580,307	4,912,053
Dec. 31, 1917.....	1,299,449	2,531,064		1,365,431	2,713,553		2,664,880	5,244,917
June 30, 1918.....	1,601,001	2,900,450		1,726,407	3,091,838		3,327,408	5,992,288
Dec. 31, 1918.....	1,769,004	3,370,005		1,875,489	3,601,876		3,644,473	6,971,881
June 30, 1919.....	2,130,309	3,899,313		2,294,469	4,169,938		4,424,778	8,009,251
Dec. 31, 1919.....	2,177,617	4,307,926		2,271,941	4,566,410		4,449,538	8,874,336
June 30, 1920.....	2,680,101	4,857,718		2,869,265	5,141,206		5,549,366	9,998,924
Dec. 31, 1920.....	2,937,176	5,617,277		2,915,066	5,784,331		5,852,242	11,401,608
June 30, 1921.....	2,860,233	5,797,409		3,005,015	5,920,081		5,865,248	11,717,490
Dec. 31, 1921.....	1,985,055	4,845,288		2,065,898	5,070,913		4,050,953	9,916,201
June 30, 1922.....	1,962,156	3,947,211		2,148,228	4,214,126		4,110,384	8,161,337
Dec. 31, 1922.....	1,864,307	3,826,463		1,911,822	4,060,050		3,776,129	7,886,513
June 30, 1923.....	2,014,121	3,878,428		2,109,038	4,170,860		4,233,159	8,009,288
Dec. 31, 1923.....	1,945,539	3,969,850		2,054,546	4,273,584		4,000,105	8,233,264
June 30, 1924.....	2,088,481	4,034,040		2,340,040	4,395,006		4,428,941	8,429,246
Dec. 31, 1924.....	2,002,565	4,091,046		2,113,768	4,434,228		4,116,333	8,545,274
June 30, 1925.....	2,103,913	4,117,391		2,352,096	4,465,864		4,466,922	8,583,255
Dec. 31, 1925.....	2,103,913	4,218,739		2,190,092	4,542,188		4,294,005	8,760,927
June 30, 1926.....	2,271,085	4,374,998		2,538,552	4,728,644		4,809,637	9,103,642
Dec. 31, 1926.....	2,235,810	4,506,895		2,312,936	4,851,488		4,548,746	9,358,383
June 30, 1927.....	2,475,589	4,711,399		2,740,961	5,053,897		5,216,550	9,765,296
Dec. 31, 1927.....	2,235,336	4,710,925		2,381,410	5,122,371		4,616,746	9,833,296
June 30, 1928.....	2,321,747	4,557,083		2,619,024	5,000,434		4,940,771	9,557,517
Dec. 31, 1928.....	2,236,683	4,578,430		2,401,849	5,020,873		4,658,522	9,599,303
June 30, 1929.....	2,253,737	4,510,420		2,554,640	5,096,489		4,808,377	9,466,909
Dec. 31, 1929.....	2,261,865	4,515,602		2,363,062	4,917,702		4,433,304	9,433,804
June 30, 1930.....	2,357,146	4,619,011		2,586,811	4,949,873		4,943,957	9,568,884
Dec. 31, 1930.....	2,251,306	4,608,452		2,312,511	4,899,322		4,563,817	9,507,774
June 30, 1930.....	2,054,702	4,306,008		2,272,506	4,585,017		4,327,208	8,891,025

¹ Date of opening of terminal. * From November 27, 1910.

TABLE V. Suburban traffic: (B) Pennsylvania Railroad passengers in and out of Pennsylvania Terminal — Concluded
(2) By months, 1929 and 1930

Period	1929			1930		
	Arrivals	Departures	Total	Arrivals	Departures	Total
January.....	363,965	396,454	760,419	379,443	417,324	796,767
February.....	330,984	376,439	707,423	340,152	367,134	707,306
March.....	388,081	402,815	790,896	371,532	373,666	745,198
April.....	413,933	407,082	821,015	400,955	398,571	799,526
May.....	368,186	393,082	761,268	364,193	385,614	749,807
June.....	396,716	387,190	783,906	395,031	370,182	765,213
Total — six months.....	2,261,865	2,363,062	4,624,927	2,251,306	2,312,511	4,563,817
Fiscal year ending June 30th.....	4,515,602	4,917,702	9,433,304	4,608,452	4,899,322	9,507,774
July.....	408,969	408,298	817,267	358,865	374,478	733,343
August.....	405,517	466,196	871,713	356,831	410,927	767,758
September.....	398,262	443,050	841,312	356,507	395,230	751,737
October.....	377,679	414,978	792,657	333,694	368,830	702,524
November.....	378,217	424,852	803,069	314,890	355,680	670,570
December.....	388,502	429,437	817,939	333,915	367,361	701,276
Total — six months.....	2,357,146	2,586,811	4,943,957	2,054,702	2,272,506	4,327,208
Calendar year ending December 31st.....	4,619,011	4,949,873	9,568,884	4,306,008	4,585,017	8,891,025

TABLE V. Suburban traffic: (C) New York Central Railroad (including West Shore), 1930

CLASSES OF PASSENGERS AND STATIONS	SIX MONTHS —				YEAR ENDED	
	January	April	July	October	January-June, 1930	December 31, 1930
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES						
Commuter passengers between N. Y. City Terminals and stations outside City ¹	2,314,286	2,228,726	2,170,678	2,339,088	—	—
Commuter passengers within N. Y. City ¹	283,628	277,260	188,084	241,032	—	—
All other passengers.....	1,123,064	1,042,068	1,088,781	999,524	—	—
Total.....	3,720,978	3,548,054	3,447,543	3,579,644	—	—
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS						
From Grand Central (Main Line) ²	612,827	586,240	598,514	569,980	3,516,678	3,398,491
To Grand Central (Main Line) ²	605,165	571,513	585,462	568,452	3,460,997	3,372,622
From Grand Central (Harlem Division) ²	813,242	779,275	709,742	791,752	4,644,240	4,453,958
To Grand Central (Harlem Division) ²	804,230	767,251	693,550	778,436	4,578,839	4,384,040
From Sedgwick Avenue (Putnam Division).....	37,613	34,995	31,271	32,469	214,759	185,177
To Sedgwick Avenue (Putnam Division).....	38,242	35,208	31,241	32,777	210,718	187,508
From 42d St. and Cortlandt St. (West Shore).....	402,718	385,128	400,208	399,413	2,337,498	2,357,406
To 42d St. and Cortlandt St. (West Shore).....	406,941	388,444	397,555	406,365	2,356,098	2,376,553
Total.....	3,720,978	3,548,054	3,447,543	3,579,644	21,319,827	20,715,765
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS AND STATIONS OUTSIDE THE CITY						
Grand Central (Main Line) ²	626,472	599,758	601,180	619,908	—	—
Grand Central (Harlem Division) ²	934,372	909,944	875,194	969,648	—	—
Sedgwick Avenue (Putnam Division).....	48,862	45,150	37,602	42,332	—	—
42d St. and Cortlandt St. (West Shore).....	704,580	673,874	656,702	707,200	—	—
Total.....	2,314,286	2,228,726	2,170,678	2,339,088	—	—
COMMUTERS WITHIN NEW YORK CITY LIMITS						
Main Line:	17,050	17,520	12,214	15,872	—	—
Highbridge.....	13,606	39,428	8,184	10,770	—	—
Morris Heights.....	27,194		18,724	24,180	—	—
University Heights.....					—	—

Marble Hill.....	26,132	25,518	18,600	22,132					
Spuyten Duyvil.....	5,766	5,580		5,704					
Riverdale.....	3,658	3,526	2,852	3,952					
Mt. St. Vincent.....	3,260	3,004	1,054	2,532					
University Heights (via Highbridge).....			62						
Kingsbridge (via Highbridge).....	860	894	674	744					
Van Cortlandt (via Highbridge).....	1,736	1,860	1,922	1,534					
Harlem Division:									
125th Street.....	1,922	1,320	744	992					
138th Street.....	806	480	248	496					
Meirose.....									
Morrisania.....	34,870	33,534	22,748	30,370					
Claremont Park.....									
Tremont.....	20,474	18,512	11,036	14,492					
183d Street.....			992	1,208					
Fordham.....	22,704	{ 2,160	13,204	16,534					
Botanical Gardens.....	29,432	{ 20,432	16,554	22,986					
Williamsbridge.....	29,540	{ 29,178	8,084	6,060					
Woodlawn.....	7,378	7,698							
Wakefield.....	56,722	53,784	40,232	49,252					
Putnam Division:	9,548	10,440	8,492	11,098					
Sedgwick Avenue and Morris Heights.....	62	60							
University Heights.....	62								
Kingsbridge.....	124	120	62	62					
Van Cortlandt.....	154	212	124						
Total.....	283,628	277,260	188,084	241,032					
Grand total — Commuters.....	2,597,914	2,505,986	2,546,846	2,821,152					

¹ Based on commutation and school tickets sold.

² The Grand Central figures exclude the 125th Street and 138th Street Station traffic.

TABLE V. Suburban traffic: (D) New York, New Haven and Hartford Railroad, 1930

CLASSES OF PASSENGERS AND TERMINALS	SIX MONTHS —					YEAR ENDED	
	January- June, 1930			July- December, 1930	June 30, 1930		
	January	April	July				
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES							
Commutation passengers between N. Y. City Terminals and stations outside City.....	735, 876	706, 486	652, 457	733, 856	4, 182, 353	4, 020, 068	8, 202, 421
All other passengers.....	749, 303	729, 958	734, 748	708, 879	4, 316, 078	4, 372, 420	8, 688, 498
Total.....	1, 485, 179	1, 436, 444	1, 387, 205	1, 442, 735	8, 498, 431	8, 392, 488	16, 890, 919
TOTAL NUMBER OF PASSENGERS FROM AND TO NEW YORK CITY, BY TERMINALS							
From Grand Central ¹	748, 928	731, 779	711, 900	724, 414	4, 309, 093	4, 217, 645	8, 526, 738
Commutation passengers.....	363, 799	349, 531	322, 399	362, 285	2, 068, 232	1, 985, 880	4, 054, 112
All other passengers.....	385, 129	382, 248	389, 501	362, 129	2, 240, 861	2, 231, 765	4, 472, 626
To Grand Central ¹	733, 996	702, 555	674, 135	718, 321	4, 177, 980	4, 173, 763	8, 351, 743
Commutation passengers.....	371, 805	356, 700	329, 779	371, 571	2, 112, 885	2, 034, 109	4, 179, 052
All other passengers.....	362, 191	345, 855	344, 356	346, 750	2, 065, 095	2, 139, 654	4, 204, 749
From Hunts Point ²	1, 044	1, 016	506	—	5, 172	606	5, 678
Commutation passengers.....	117	113	34	—	502	34	536
All other passengers.....	927	903	472	—	4, 670	472	5, 142
To Hunts Point ²	1, 211	1, 064	574	—	6, 186	574	6, 760
Commutation passengers.....	155	142	45	—	734	45	779
All other passengers.....	1, 056	922	529	—	5, 452	529	5, 981
Total { Commutation passengers.....	735, 876	706, 486	652, 457	733, 856	4, 182, 353	4, 020, 068	8, 202, 421
{ All other passengers.....	749, 303	729, 958	734, 748	708, 879	4, 316, 078	4, 372, 420	8, 688, 498
Grand total, all passengers.....	1, 485, 179	1, 436, 444	1, 387, 205	1, 442, 735	8, 498, 431	8, 392, 488	16, 890, 919

¹ Includes traffic of 125th Street Station.² Harlem River Division, which was discontinued July, 1930, began at Hunts Point where transfer was made to New York, Westchester & Boston Ry. for Harlem River Station.

TABLE V. Suburban traffic: (E) New York, Westchester and Boston Railway, 1930

CLASSES OF PASSENGERS	January	April	July	October	SIX MONTHS —		YEAR ENDED	
					January-June, 1930	July-December, 1930	June 30, 1930	December 31, 1930
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES								
Commuters.....	356,020	354,922	327,786	371,616	2,102,642	2,014,488	4,033,226	4,117,130
All other passengers.....	414,910	421,617	446,645	380,246	2,523,887	2,330,680	5,259,939	4,854,567
Total.....	770,930	776,539	774,431	751,862	4,626,529	4,345,168	9,293,165	8,971,697
Arriving at N. Y. C. Terminals.....	392,563	394,707	391,055	379,141	2,349,921	2,195,825	4,721,452	4,543,746
Departing from N. Y. C. Terminals.....	378,367	381,832	383,376	372,721	2,276,608	2,151,343	4,571,713	4,427,951
COMMUTER TICKETS								
60-trip.....	5,742	5,726	5,424	5,982	34,065	32,848	65,579	66,913
46-trip (school).....	250	247	51	276	1,277	948	2,141	2,225
Total.....	5,992	5,973	5,475	6,258	35,342	33,796	67,720	69,138

INDEX OF COMPANIES

In this volume the returns from street railways and other common carriers are presented for the most part in tabulations; other data (relating chiefly to the corporate organization and important changes) appear in the abstracts. Page references hereunder pertain to such data.

I. Street and Electric Railway Companies

(Elevated or underground railways in *italics*, surface railways in roman)

	Operat- ing	Lessor	Page
Belt Line Railway Corporation.....	X	.....	335
Bleecker Street & Fulton Ferry Railroad Co., The.....	.....	X	336
Bridge Operating Co.....	(1)	.....	337
Broadway & Seventh Avenue Railroad Co. (Receiver).....	.....	X	338
Bronx Traction Co., The.....	.....	X	339
Brooklyn & North River Railroad Co., The.....	(1)	.....	340
Brooklyn and Queens Transit Corporation ²	X	.....	341
Brooklyn City Railroad Co., The.....	(2)	.....	352
Brooklyn Heights Railroad Co., The (Receiver).....	(3)	.....	352
Brooklyn-Manhattan Transit System.....	(4)	.....	352
Brooklyn, Queens County & Suburban Railroad Co.....	(2)	.....	353
Bush Terminal Railroad Co.....	X	.....	353
Christopher & Tenth Street Railroad Co., The.....	.....	X	353
City of New York, Department of Plant and Structures:			
Operator of Williamsburg Bridge Line.....	X	.....	354
Coney Island & Brooklyn Railroad Co., The.....	(2)	.....	354
Coney Island & Gravesend Railway Co.....	(2)	.....	355
DeKalb Avenue & North Beach Railroad Co.....	.....	(2)	355
Dry Dock, East Broadway & Battery Railroad Co., The.....	X	.....	355
Eighth & Ninth Avenues Railway Co. (Receiver).....	X	.....	356
Forty-second Street & Grand Street Ferry Railroad Co., The.....	.....	X	358
Forty-second Street, Manhattanville & St. Nicholas Avenue Railroad Co., The.....	X	.....	359
Hudson & Manhattan Railroad Co.....	X	.....	360
Interborough Rapid Transit Co.....	X	.....	377
Jamaica Central Railways, Inc.....	X	.....	383
Kingsbridge Railway Co.....	.....	X	384
Manhattan & Queens Traction Corporation.....	X	.....	384
Manhattan Bridge Three Cent Line.....	(1)	.....	385
Manhattan Railway Co.....	.....	X	387
Mid-Crosstown Railway Co., Inc.....	(1)	.....	388
Nassau Electric Railroad Co.....	(2)	.....	389

¹ No longer in operation.

² As of July 1, 1929, the Brooklyn City Railroad Co., Brooklyn, Queens County & Suburban Railroad Co., Coney Island & Brooklyn Railroad Co., Coney Island & Gravesend Railway Co. and Nassau Electric Railroad Co. were consolidated and merged to form the Brooklyn & Queens Transit Corp. The DeKalb Avenue & North Beach Railroad Co. was merged into the Brooklyn and Queens Transit Corp. as of Nov. 12, 1929.

³ The assets and liabilities of the Brooklyn Heights Railroad Company, which had not been in operation since May 18, 1924, were turned over to the B.-M. T. Corp. under court order of July 10, 1929.

⁴ The Brooklyn-Manhattan Transit Corporation is a business corporation and the holding company of the Brooklyn-Manhattan Transit System. Power expense data for the System appear in the abstract listed above.

1. Street and Electric Railway Companies — Concluded

	Operat- ing	Lessor	Page
New York & Harlem Railroad Co. (Traction Line).....	X	.....	389
New York & Queens County Railway Co. (Receivers).....	X	.....	390
New York City Interborough Railway Co.....	X	.....	393
New York Railways Corporation.....	X	.....	395
<i>New York Rapid Transit Corporation</i>	X	.....	399
Pelham Park & City Island Railway Co., Inc.....	(1)	.....	402
Richmond Railways, Inc.....	X	.....	403
Second Avenue Railroad Corporation.....	X	.....	403
Sixth Avenue Railroad Co. (Receiver).....	.....	X	404
South Brooklyn Railway Co.....	X	.....	405
Southern Boulevard Railroad Co., The.....	X	.....	407
Southfield Beach Railroad Co.....	X	.....	407
Staten Island Midland Railway Co. (Receiver).....	.....	(2)	.....
Steinway Railways, Receivers.....	X	.....	408
Third Avenue Bridge Co.....	.....	(1)	409
Third Avenue Railway Co.....	X	.....	410
Thirty-fourth Street Crosstown Railway Co.....	.....	X	416
Twenty-third Street Railway Co.....	.....	X	416
Union Railway Co. of New York City.....	X	.....	417
Van Brunt Street & Erie Basin Railroad Co., The (Receiver).....	(1)	.....	420
Westchester Electric Railroad Co., The.....	X	.....	421
Total.....	25	10	

2. Bus Companies

Fifth Avenue Coach Co.....	X	.....	427
Nassau Bus Line, Inc.....	X	.....	445
New Dorp Beach Bus Service, Inc.....	X	.....	449
Surface Transportation Corporation of New York.....	X	.....	451
Tompkins Bus Corporation.....	X	.....	462
Total.....	5	.....

3. Steam Railroad Companies

All data are included in Chapter IV, Tables I-V, pages 470-489

Brooklyn Eastern District Terminal.....	X	.....
Degnon Terminal Railroad Corporation.....	X	.....
Jay Street Connecting Railroad Co., The.....	X	.....
New York Connecting Railroad Co., The.....	X	.....
New York Dock Railway.....	X	.....
Pennsylvania Tunnel & Terminal Railroad Co.....	.....	X	
Staten Island Railway Co., The.....	.....	X	
Staten Island Rapid Transit Railway Co., The.....	X	.....
Total.....	6	2	

¹ No longer in operation.² Operation by City of New York discontinued July 31, 1927.

